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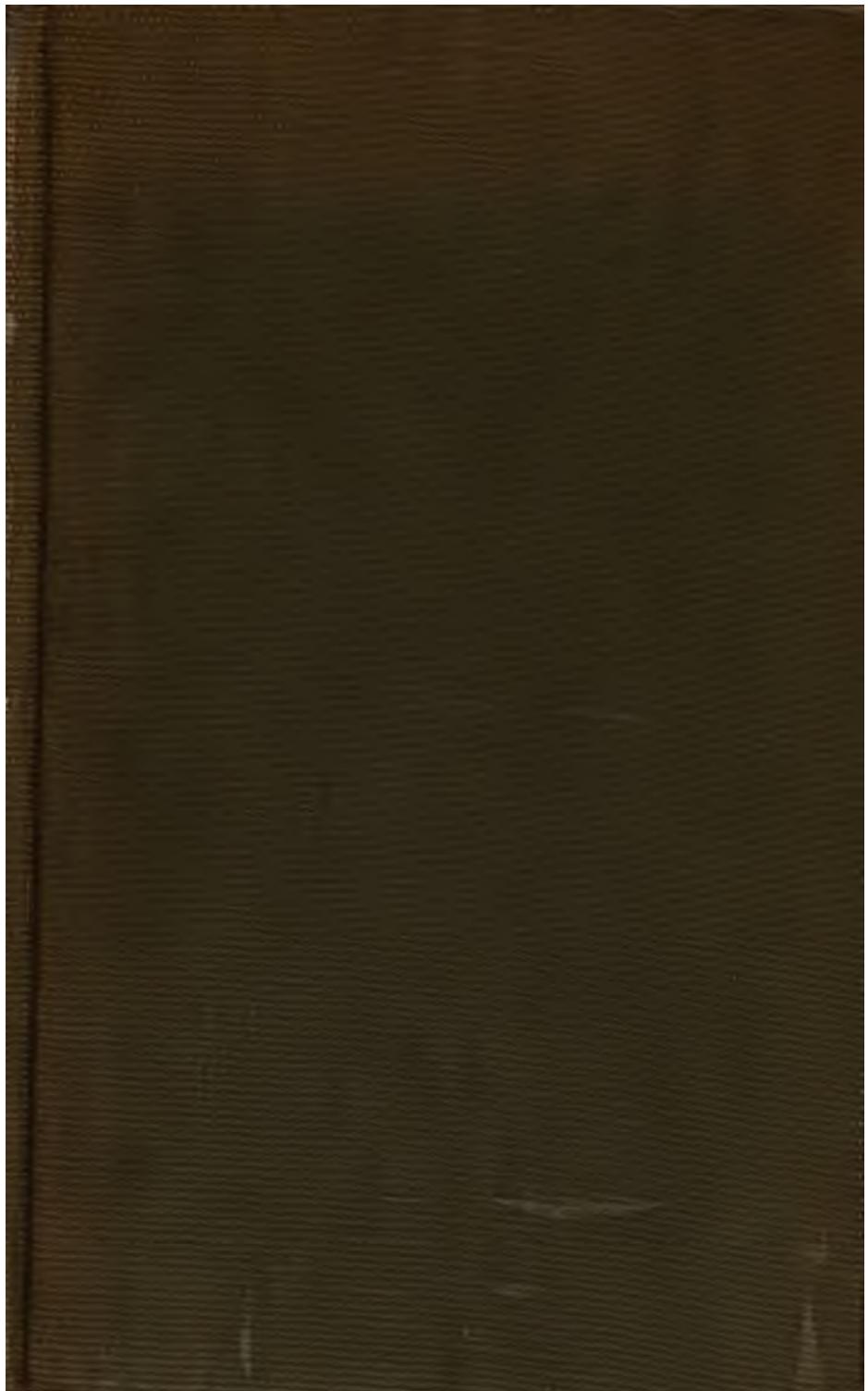
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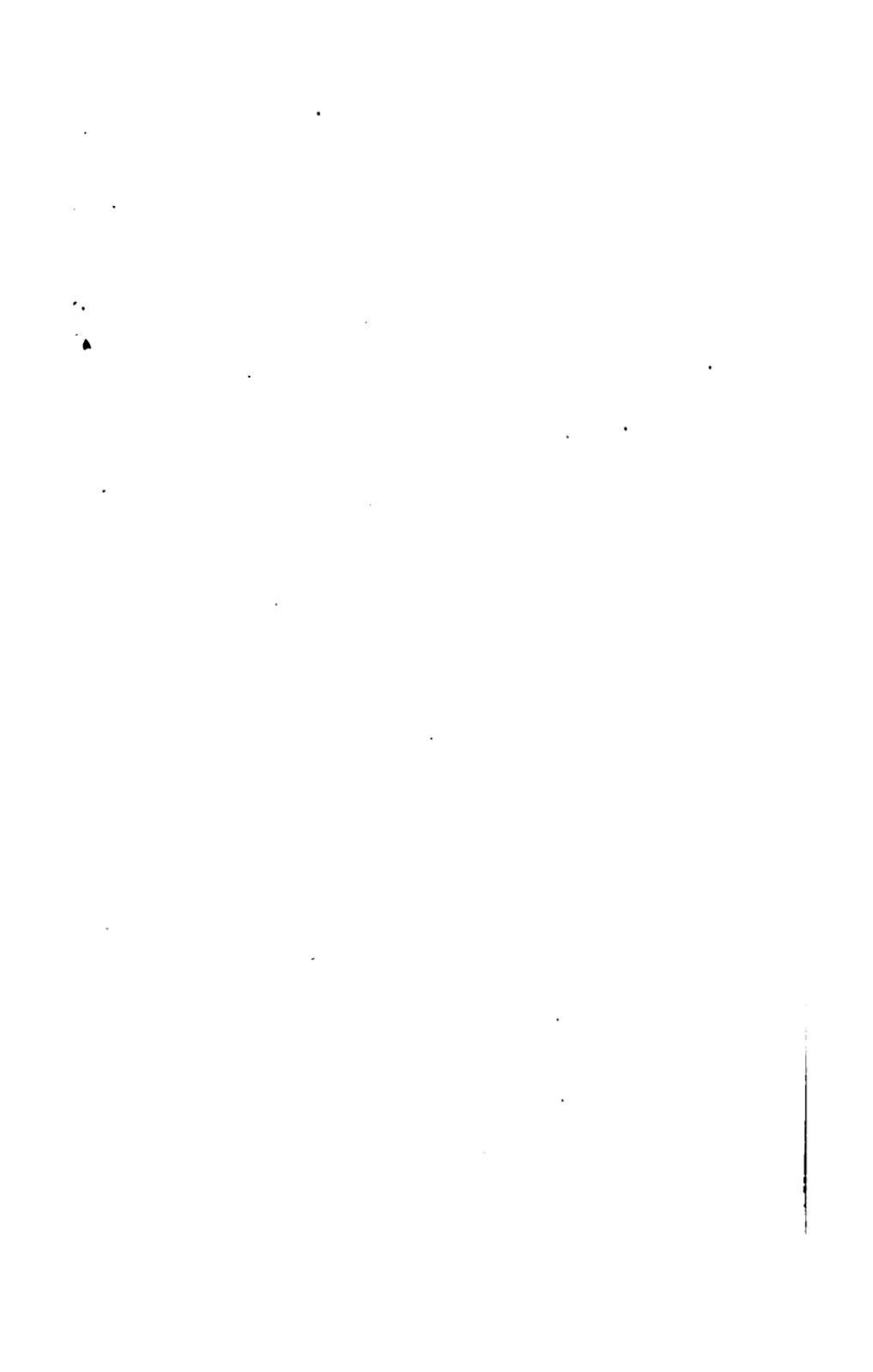
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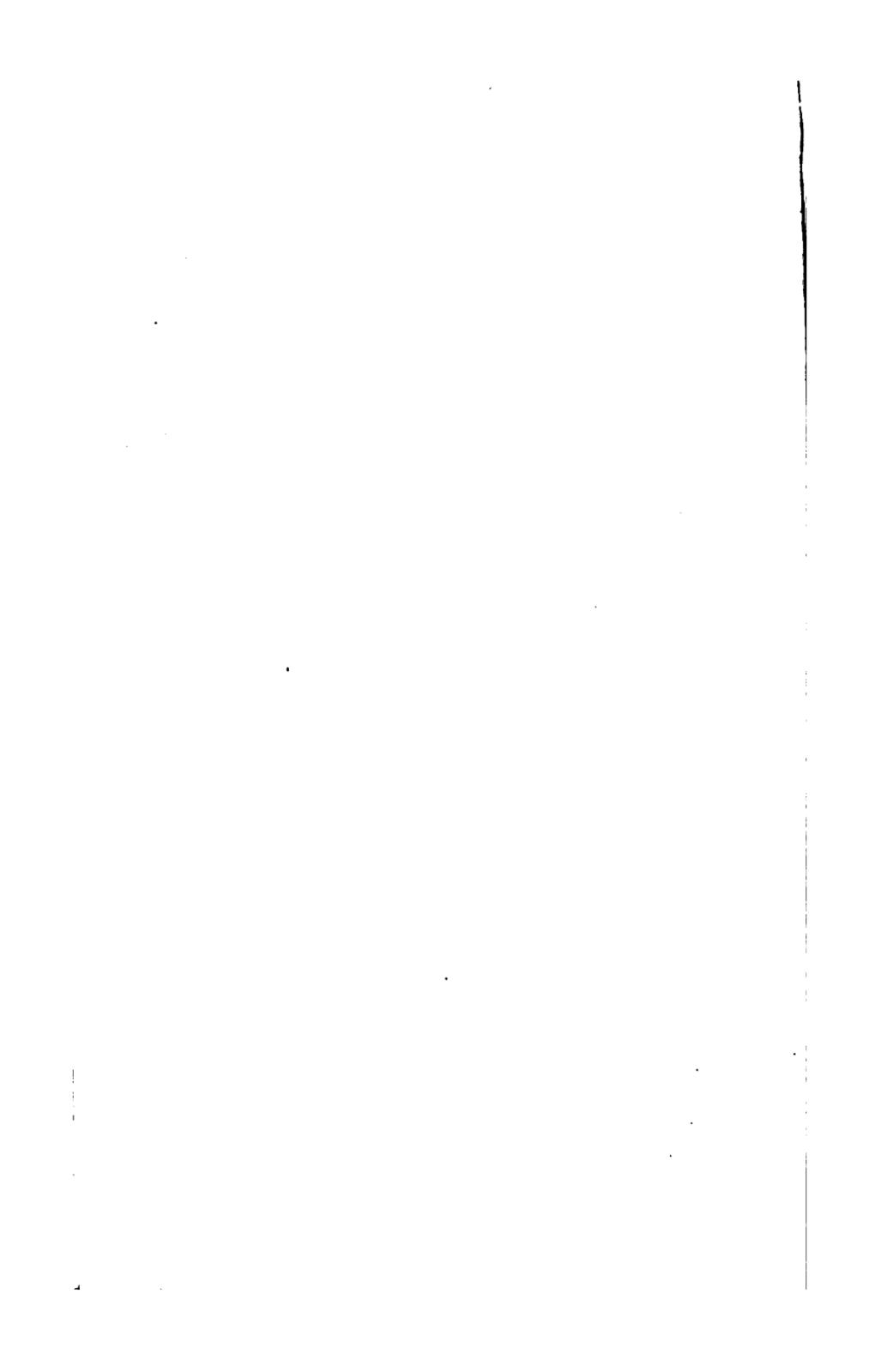
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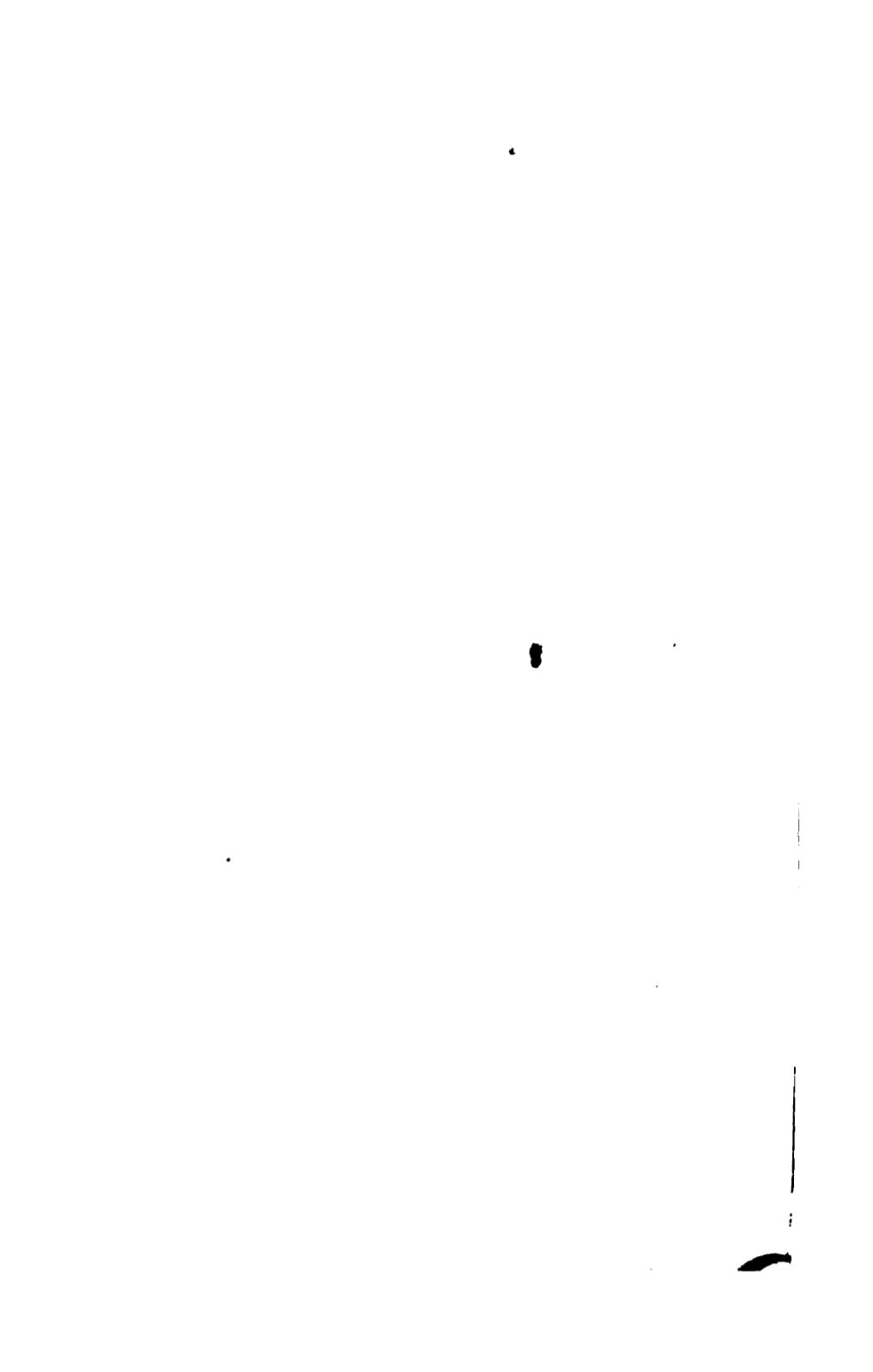
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MDCCCCXXXVI









SNOW'S HAND BOOK OR NORTHERN PLEASURE TRAVEL.



White and Franconia Mountains,
MONTREAL AND QUEBEC,
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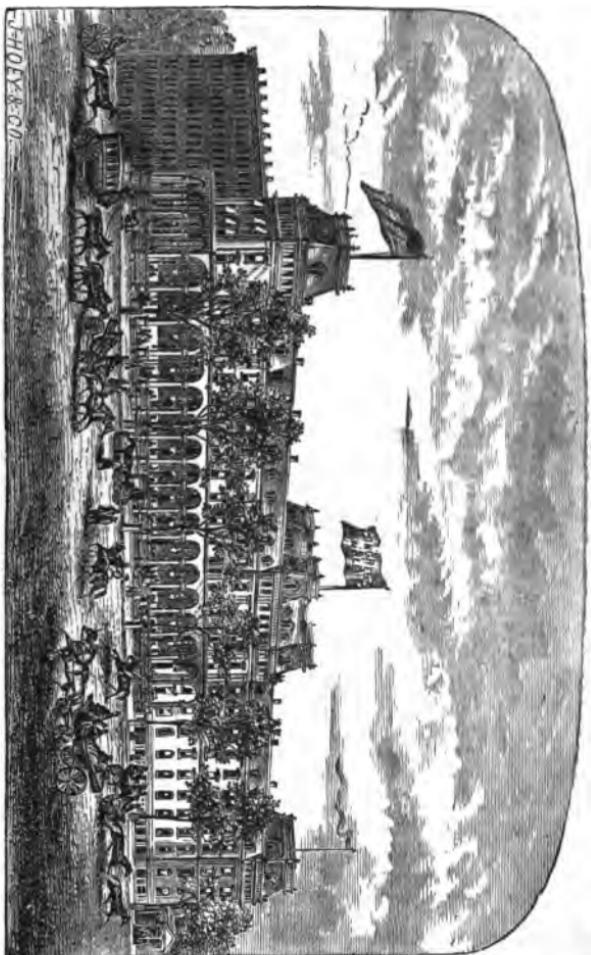
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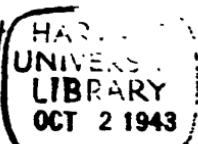
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WORCESTER:
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THE AUTHOR.

WORCESTER, June 1st, 1879.

PRESS OF THE PUBLISHERS,
WORCESTER, MASS.

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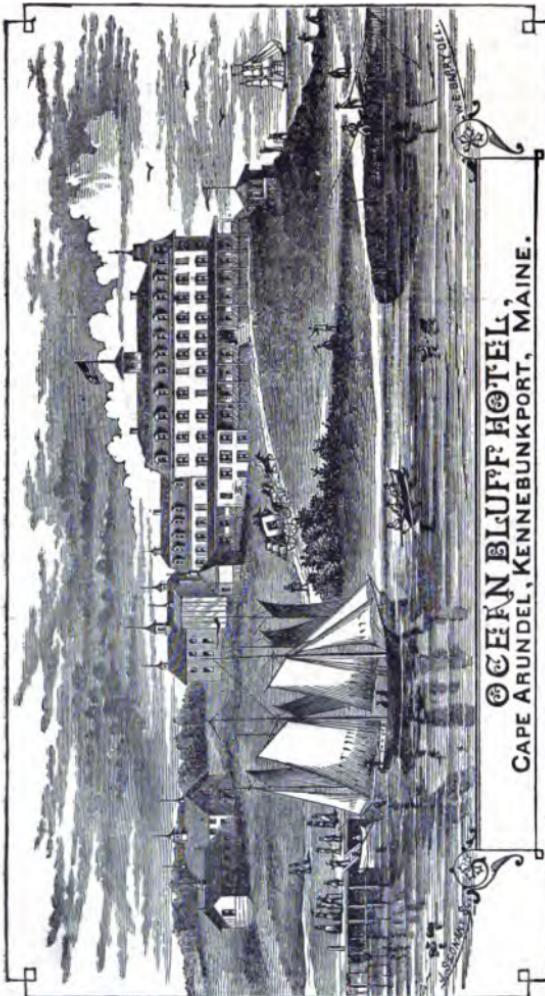
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OCEAN BLUFF HOUSE,

ERECTED 1873.



OCEAN BLUFF HOTEL,
CAPE ARUNDEL, KENNEBUNKPORT, MAINE.

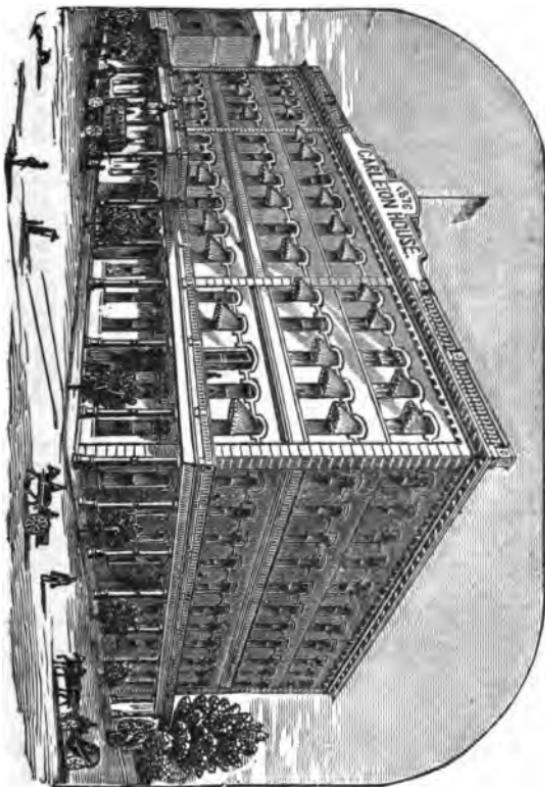
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Many improvements have been made in the Hotel since the last summer.

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GEO. W. SERGENT.

This long and favorably known House is the

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IN SAVANNAH,

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*is pleasantly and centrally located on Johnson Square
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of Washington Market supply.

TENNEY & SON,
PROPRIETORS.

Washington, May 15th, 1879.

HEIGHT OF MOUNTAINS.

FRANCONIA RANGE.

	feet.
Mount Lafayette,	5259
Mount Cannon (or Profile Mt.)	3860 "
Eagle Cliff,	2446 "
Mount Lincoln,	5101 "
Mount Liberty,	4540 "
Mount Flume,	4500 "
Mount Kinsman,	4200 "

WHITE MOUNTAIN RANGE.

Mount Washington,	6298
Mount Jefferson,	5714 "
Mount Adams,	5794 "
Mount Monroe	5384 "
Mount Madison,	5865 "
Mount Clay,	5553 "
Mount Franklin,	4944 "
Mount Pleasant,	4764 "
Mount Clinton,	4320 "
Mount Jackson,	4101 "
Mount Webster	4000 "
Mount Willard,	2575 "
Mount Willey,	4300 "
Mount Guyot,	4900 "
Mount Bond,	4900 "
Mossilaake (near Warren),	4811 "
Mount Agassiz, Bethlehem,	2042 "
Black Mountain (Sandwich Dome),	3890 "
Whiteface,	4107 "
Tripyramid, Waterville,	4200 "
Mount Osceola, Waterville,	4400 "
Weich Mountain, Waterville,	3800 "
Mount Black, Warren,	3871 "
Mount Carr, Warren,	3632 "
Mount Kineo, Warren,	3417 "
Mount Moriah,	4700 "
Mount Hayes,	2500 "
Pequaket or Kiarasarge (at North Conway),	3867 "
Chuorns,	3858 "
Mount Prospect (near Plymouth),	2968 "
Ked Hill (near Centre Harbor),	2502 "
Bethlehem Village,	1450 "
Crawford House,	1920 "
Fabyan House,	1751 "
Flume House,	1431 "
Profile House, Franconia Notch,	1974 "
Willey House, White Mountain Notch,	1386 "
M. Ashfield, (or Ammonoosuc Station)—Foot of Mountain Railway,	2615 "
Pinkham Notch, (highest point),	2018 "
Franconia Notch, (highest point),	2014 "
Lancaster,	860 "
Littleton	817 "
Lake Winnipesaukee,	496 "

HOTEL TABLET.

Place.	Name.	Prop'r or Manager.
Aiken, S. C.,	Highland Park Hotel,	B. P. Chatfield.
Alexandria Bay, N. Y.	Thousand Island House,	O. G. Staples.
Ashland, N. H.,	Squam Lake House,	J. M. Cotton.
Boston, Mass.,	American House,	Lewis Rice & Son.
"	United States Hotel,	Barnes & Gill.
Burlington, Vt.,	American House,	—
Caldwell, N. Y.,	Fr. William Henry Hotel,	T. Roessle & Son.
Centre Harbor, N. H.,	Senter House,	J. L. Huntress.
"	Moulton House,	S. F. Emery.
Chicago, Ill.,	The Grand Pacific Hotel,	J. B. Drake & Co.
Cincinnati, O.,	Grand Hotel,	Gilmour & Sons.
Colebrook, N. H.,	Parsons House,	E. F. Bailey.
Concord, N. H.,	Phenix Hotel,	W. S. Baker.
"	Eagle Hotel,	John A. White.
Cacouna, P. Q.,	St. Lawrence Hall,	James Creighton.
Glens Falls, N. Y.,	Rockwell House,	Rockwell Bros.
Island Pond, Vt.,	Island Pond House,	D. Stone.
Jacksonville, Fla.,	Carleton House,	Stimpson, Devnell & Davis.
Kennebunkport, Me.,	Ocean Bluff House,	Stimpson, Devnell & Davis.
Laconia, N. H.,	Bay View House,	—
Montreal, P. Q.,	The Windsor,	R. H. Southgate.
Madison, Wis.,	The Vilas House,	P. B. Parsons & Co.
Montpelier, Vt.,	Pavilion Hotel,	T. O. Bailey.
Newbury, Vt.,	Spring Hotel,	A. L. Fabyan.
Newport, Vt.,	Memphremagog House,	Buck & Robinson.
Newport, R. I.,	Ocean House,	John G. Weaver & Sons.
Niagara Falls,	International,	J. T. Fulton.
North Stratford, N. H.,	Willard House,	E. H. Folcom.
Old Orchard Beach, Me.	Ocean House,	John Lindsey.
Philadelphia, Pa.,	Colonade Hotel,	H. J. & G. R. Crump.
Providence, R. I.,	Narragansett Hotel,	L. H. Humphrey.
Quebec, P. Q.,	St. Louis Hotel,	Willis Russell.
"	Russell House,	Willis Russell.
Rochester, N. H.,	Dodge's Hotel,	J. T. Dodge.
Saratoga Springs, N. Y.,	United States Hotel,	Tompkins, Perry,
"	Congress Hall,	Gage & Janvrin.
St. Albans, Vt.,	Weldon House,	Clement Southgate.
St. Johnsbury, Vt.,	St. Johnsbury House,	T. Lavender.
"	Avenue House,	George B. Walker.
Savannah, Ga.,	Screveen House,	— Howe.
Ticonderoga, N. Y.,	Roger's Rock Hotel,	Geo. W. Sergent.
Toronto, Ont.,	Rossin House,	T. J. Treadway.
"	Queen's Hotel,	M. H. Irish.
Washington, D. C.,	The Arlington,	McGaw & Winnett.
"	National Hotel,	T. Roessle & Son.
Worcester, Mass.,	Bay State House,	Tenney & Son.
Woodsville, N. H.,	Parker House,	Pond & Shepard.
"	Mount Gardner House,	E. G. Parker.
Wolfeborough, N. H.,	Pavilion Hotel,	J. L. Davis.
"	Glenden Hotel,	I. N. Andrews.
White River Junction, Vt.	Junction House,	J. L. Peavey.
Watertown, N. Y..	Woodruff House,	A. T. & O. F. Barron.

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To	From Concord.	From Boston.
	MILES.	MILES.
Northfield, N. H.,	18	87
Laconia, N. H.,	27	101
Tilton, N. H.,	18	92
Lake Village, N. H.,	27	181
Weirs—Lake Winnepesaukee Station,	34	108
Centre Harbor—10 miles by boat,	44	118
Wolfeboro—17 miles by boat,	51	119
North Conway—via Centre Harbor, by boat, stage & rail,	75	149
Meredith Village, N. H.,	38	112
Ashland, N. H.,	48	120
Plymouth, N. H.,	51	125
Runney, N. H.,	59	133
West Humney, N. H.,	62	138
Wentworth, N. H.,	67	141
Warren, N. H.,	70	144
Haverhill, N. H.,	85	156
Woodsville, N. H.,	93	167
Wells River, Vermont (junction with Passumpsic and Montpelier Railways),	98 $\frac{1}{2}$	167 $\frac{1}{2}$
Bath, N. H.,	98	172
Lisbon, N. H.,	104	178
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Whitefield—Whitefield and Jefferson R. R. 10 miles,		
Bethlehem—Narrow Gauge R. R. to Profile House, ten miles,		
Bethlehem (on Wing Railroad)	125	199
Twin Mountain House Station,	129	203
Fabyan House Station,	134	207
Crawford House Station,	139	212
Base Mount Washington,	139	212
Summit Mount Washington,	141	215
Whitefield, N. H.,	125	199
Dalton, N. H.,	129	203
Lancaster, N. H.,	185	269
Northumberland, N. H. (junction with G. T. Railway),	145	219
North Stratford, N. H. (on Grand Trunk line),	58	232
Sherbrooke, P. Q. (on G. T., junc. with Passumpsic),	219	293
Kichmond, P. Q. (on G. T., junc. with Quebec div.),	244	318
Montreal,	320	394
Quebec, via Northumberland,	340	414
Montpelier, Vt. (via Wells River and new line Montpelier),	132	206
Waterbury, Vt. (via Wells River, stage to Stowe, Vt.),	140	214
Newport, Vt. (via Passumpsic R. R. from Wells River),	158	232
Lake Memphremagog,	158	232
Essex Junction, Vt.	162	236
Burlington, Vt.	168	242
St. Johnsbury, (on Passumpsic R. R.),	112 $\frac{1}{2}$	187 $\frac{1}{2}$

NEW YORK & NEW ENGLAND
All Rail Route.
Through Line from WASHINGTON and the
SO U T H .

The New York & New England Route
IS AN ALL-RAIL LINE FROM
PHILADELPHIA,
BALTIMORE,
WASHINGTON,
AND ALL POINTS SOUTH.

Trains are taken on the Transfer Steamer MARYLAND, from the Pennsylvania Railroad Depot at Jersey City, around New York City, up East and Harlem Rivers to Harlem.

Pullman Palace Drawing-Room and Sleeping Coaches
ARE RUN ON ALL FAST EXPRESS TRAINS.

THROUGH TRAINS will be run from Washington via Baltimore, Philadelphia and Jersey City, connecting for all points in the White Mountains via Boston, Concord, Montreal & White Mountains Railroad, during the summer, leaving Washington via Baltimore & Potomac Railroad, at 1:30 p. m.; Baltimore at 3 p. m.; Philadelphia, via Pennsylvania Railroad, at 7 p. m.; Jersey City, via Transfer Steamer Maryland, at 10:10 p. m.; New Haven, at 2:30 and Hartford, at 3:15 a. m.; Putnam, via Norwich & Worcester Railroad, at 5:50 a. m.; Worcester, via Worcester & Nashua Railroad, at 7:30 a. m., and Nashua, via White Mountains and Montreal Express, at 9:30 a. m., reaching Plymouth at 12:30 p. m., and all other points northward at an early hour. Passengers preferring to go through to Boston, instead of proceeding northward from Putnam, Conn., reach that city at 8:00 a. m., and can take the 12:00 m. train (Boston & Lowell R. R. depot), reaching Plymouth at 5:30 p. m.

Passengers for New York, Philadelphia, Baltimore, Washington, etc., can take the White Mountains Express bound southward, and go through without change of cars. Trains leave Boston for New York and south (Depot foot of Summer-st.) at 7:00 p. m.

Baggage will be Checked Through to all Points on the above Route.

COLONNADE HOTEL



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Headquarters Army and Navy.

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THE POPULAR ROUTE
—TO THE—
SOUTH AND WEST,
FROM THE
WHITE MOUNTAIN REGION,
THE DELAWARE & HUDSON CANAL CO.'S
RAILROAD

Via Lake Route through Lakes GEORGE, 'N and
GEORGE, or all Rail via BURL.
or, RUTLAND,

This is the only Route carrying passengers th.

SARATOGA,
"THE" SUMMER RESORT OF AMERICA

Notice the Summer Resorts reached only via this Line.

Cooperstown, Howes Cave, Sharon Springs,
Saratoga, Lake George, Lake Cham-
plain, Au Sable Chasm, Plattsburg

AND THE

ADIRONDACK WILDERNESS!

Tickets by this well known Route may be procured at all the
principal Ticket Offices in NEW YORK and BOSTON, and
WHITE MOUNTAIN RESORTS.

JOS. ANGEL,
GEN'L PASS. AGENT,
ALBANY, N. Y.

SUMMER TRAVEL.

CHAPTER I.

Summer travel has become the inseparable belonging to our American life. Let the heat of the warm season come upon the landscape, and the suggestion arrives for a ~~hiring~~ extending to all classes of the community. Not merely to the wealthy; for the vast multiplication of routes and the system of excursions, have brought pleasant and delightful summer trips within the reach of the most moderate purse. Nor is it solely an appeal to those whose homes are in the closer neighborhoods, with paved streets and walls of brick for their surroundings. The call is universal, to country homes as well. It is the desire for the recognized need of change. The business man, the brain worker, need rest. The matron seeks rest and cessation for a time from household cares. The youth rejoice to exchange school tasks for the pleasures of the journey, the sojourn in new parts. At such periods the country woos and wins her children with the grandeur of the mountains, the charm of hills and streams, deep dells and sunny glades, the bright surfaces of lakes, the ripple of brooks, the solemn stillness of old woods.

Wearied nerves and tired brains, and muscles that have suffered from over-taxation and long-continuance of tasks, or by enforced inaction in the less active callings, these all are builded up anew, and braced by the summer vacation.

The American railway system has recognized amply this great recurrent need of our population. The ease and elegance of modern travel have been extended to include the great summer resorts, now easily reached without fatigue, with no large expense. What seemed not long ago an impossibility, has become a familiar fact. The most timid or weakly traveller is carried over the mountains, and through resorts once deemed accessible only to the hardiest muscles. It is as easy to arrive at the top of Mt. Washington as at any railroad station on the railway map. It is easy to visit all parts of our American Switzerland; the mountain regions of Upper New England.

It is the design of these pages to help the ease and comfort with which the summer traveller may find his way over the great established routes, that seek the natural access to the White Hills through the valleys of the Connecticut and the Merrimac. We commence with

THE DEPARTURE FROM NEW YORK.

Aside from its being the metropolis of the country, and, with its dependent and adjoining cities and villages, comprising in itself a population of more than two million souls, who are proud to call themselves "New Yorkers," the city of New York is the centre of the arrival and departure of a very large proportion of the business and pleasure travel of the country. Here the great railway lines from the West and Southwest seek the sea; and the routes from New England come down to meet them here. The routes from New York to the White Mountains, and the pleasure and health resorts to which they give access, in Upper New England and Lower Canada; these routes, penetrating and crossing New England at different points, are to be the theme of our discussion in these pages.

Entering New England from New York during the season of summer travel, by a steamer trip on

LONG ISLAND SOUND,

has been for years in growing favor. The railway has driven the first class passenger steamer of twenty-five years ago from the great western lakes forever. Mississippi river steamboat travel of the best class is in far gone decadence. Missouri river has almost ceased to be known as a route of first class travel. But no change, or advance in facilities of land communication have impaired the favor in which Long Island Sound has been held since steamboating began.

Long Island Sound is a land locked sea water way, of depth and breadth enough for the safe sailing of the largest known crafts, yet from its size and sheltered character, having none of the greater perils of the sea. Steamboating on Long Island Sound has steadily kept pace with the advanced luxuries of railway travel. There are no more sumptuous water palaces in the world than those, which at the common hour of

DEPARTURE,

which for years has been 5 p. m., form one of the most brilliantly beautiful features of New York Bay on summer afternoons, as one by one, leaving their docks on the North River, they move in a stately and snowy fleet, white as swans on a summer lake; alive with passengers, bands playing and colors flying, they round the Battery and Castle Garden, and push grandly up among the craft of the East River. The bright closing hours of the summer day are full of charms and delight as the panorama unfolds before these passengers. Divers reasons, prevail

for a choice of routes, chiefly growing out of points of destination, and railway connections at the end of the trip on the Sound. As various are these reasons, as the taste and convenience of the different travellers. There are two routes on the Sound; the short route and the long route. In the first, the trip is shortened by some hours, and with it the night's rest on board, by a connection with a railway at some port on the Connecticut shore. By this shortening of the route however, the class of travellers most subject to Father Neptune's sea exactions escape "Point Judith" and the bit of experience of open sea at the entrance to Narragansett Bay. How little this is a genuine terror to the average traveller, is best attested by the fact, that for years the largest and costliest portion of the Sound Steamer fleet, and these the best appointed steamboats in the world, are those which make the Rhode Island ports their destinations. You may select your route sure to be well pleased with either, if you take sufficient time in advance to allow the representatives of either line to serve you. If you delay securing your accommodations until you stand with a score or two in advance of you in the string filing before the clerk's window, you may not fare so well as we could wish in your behalf.

Whatever your route, at the end of your trip on the Sound, the experiences of passengers on all these lines are the same, and in common for the hours of daylight after leaving New York, and until the last hues of dying sunset have faded on the water.

LONG ISLAND PORTS.

Long Island Sound is one hundred and ten miles long, with a width varying from two miles to thirty miles. On an average it is quite shallow, averaging fifteen fathoms in depth. Most of the available harbors are on the north

or Connecticut shore, with numerous thriving seaport towns and cities that maintain a water communication with New York, several of them furnishing routes for well equipped steamers. Among these shorter route Sound lines are daily steamers between New York and Norwalk, Bridgeport, New Haven, and by the Connecticut river to Hartford. These boats are generally excellent, and in much favor in the summer months.

On the Long Island shore of the Sound the harbors are fewer and the seaport places small. Steamer lines run daily, or at longer regular intervals, to Glen Cove and Greenpoint, at the eastern end of the Island.

SOUND FLEETS.

The Sound is a great thoroughfare for coasting vessels, and the fleet amid which your steamer passes on this summer afternoon, in their variety, calls to mind the lines of Holmes.

Every passing sail
Had its old seaman talking on the rail,
The deep sunk schooner stuffed with Eastern lime,
Slow wedging on as if the waves were slime,
The knife edged clipper with her ruffled spars,
The pawing steamer with her mane of stars,
The bull prowed galliot butting through the stream,
The wide railed yacht that slipped along her beam,
The deck piled sloops, the pinched Chebacco boats,
The frigate black with thunder freighted throats.

The first half hour after leaving the dock is a run through "the Water Broadway" of New York, for in effect New York and Brooklyn are one city, and the great city will not be left behind until our steamer turns into Hell Gate channel.

NEW YORK HARBOR AND EAST RIVER

Pass in full review before you: the islands near and far away, and green among them the wood crowned Staten

Island, with her frontlet of white houses and pleasant hillside villages. We run almost under the guns of Fort Hamilton, take a look at the great sea warehouses of Brooklyn, suggestive of the foreign commerce of New York ; and note above them the palatial homes along the Brooklyn Heights, and a few minutes later we look up at the airy highway that is to be one of the wonders of the world, the East River Bridge. This great work has cost already seven millions of dollars, will cost on completion four millions more. It is to carry a double railway track, the cars to be moved by endless chain, and double carriage ways, besides foot ways for pedestrians. It will connect the heart of Brooklyn with the heart of New York City. It is to be a success. It has cost money. It has perhaps helped a Ring, but it will be a great public convenience.

At every furlong of our passage up the East River some feature of interest can be pointed out, but even unnamed, every detail of the panorama before us, goes to declare the wealth and power of the metropolis, its sources of greatness and growth. Flags of all nations, a mixed nationality, busy and jabbering in polyglot as they work, shout or sing at their labor on dock and deck. Ferry-boats dart to and fro ; bright little excursion crafts glide by, or perhaps a barge or two, loaded down with happy humanity, the bands playing and the decks filled with dancers, as a staunch puffy little tug draws them onward. Here, above the residence of upper New York, towers the snowy and graceful bulk of the new Cathedral ; on the Brooklyn side is seen the broad dome of a Savings Bank structure, almost capitoline in its proportions. Presently we come abreast of the Navy Yard, on the Brooklyn side. Its site occupies 45 acres ; its water front on Wallabout Bay, the Wallabout meaning Walloon boght (bay of the Walloons, the early settlers of the

locality.) Here lay the old Jersey prison ship of hateful memory in the Revolutionary war. On most occasions two or three government war vessels, with noted names in naval history, lie at the Navy Yard docks, or a monitor, or torpedo boat. The great ship houses are always a feature of interest. In the upper part of Brooklyn are the immense oil refineries of Hunter's Point.

BLACKWELL'S ISLAND.

Beyond these we come to the first of the great islands in the East river that play so important a part in the public charities and penal affairs of the great city. Blackwell's Island extends from Forty-Eighth Street to Eighty-Third Street, and contains 120 acres. The public buildings on this island are striking in character and number. Most of them are solidly built of stone, quarried on the island. These stand in the order named as we come northward. 1, the Small Pox Hospital; 2, the Charity Hospital; 3, the Penitentiary; 4, the Almshouse; 5, the Work-houses; 6, the Lunatic Asylum. Soon after passing Blackwell's Island our steamer turns eastward through the channel of Hell Gate, once the terror of navigators, but now robbed of its perils by government sub-marine operations continued through a number of years, and not yet concluded. Our entrance to Long Island Sound has begun, and generally at this point the supper tables claim the attention of the traveller, and once in the hands of one the veteran Sound caterers, with an appetite freshened already by sea air, it is no merely passing attention. The bill of fare on the Sound steamer is a thing to be remembered. Hell Gate is six miles from New York. Seven miles further on is Throgg's Neck, commanded by the guns of Fort Schuyler, the actual throat of the sound. From this point until the stir of

arrival at your dock, the cool state-rooms and the fatigue of the traveller, and your care for the morrow woo and win you to a night of such delicious rest as is the peculiar gift of the Sound route, in the experience of multitudes of travellers. Our reference thus far is applicable to all the Sound routes, of which we proceed to speak in detail.

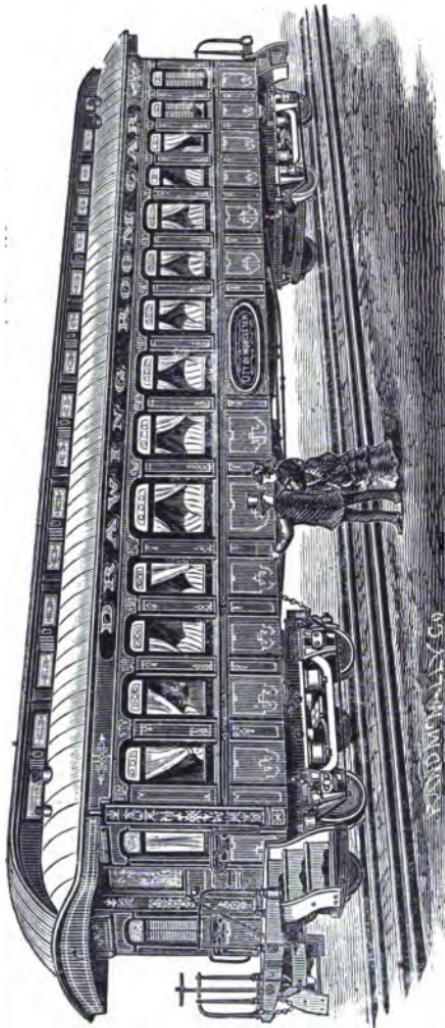
ROUTE,

FROM NEW YORK TO CONCORD, N. H., AND THE WHITE MOUNTAINS.

By boat from New York—Norwich line of Steamers to New London, Conn., thence by rail via Worcester and Nashua to Concord, N. H.; thence northward over Boston, Concord and Montreal and White Mountains Railway to Lake Winnepesaukee and the White Mts.

At Pier No. 40, North river, at the foot of Vesey Street, the passenger goes at once on board of one of the fine steamers, "City of New York," "City of Boston," or "City of Lawrence," which compose the old and favorite Norwich line. There are no better or more substantial boats than these, that belong to a line that has earned a wonderful record by care of its passengers and immunity from accidents. This route is preferred by many travellers on account of its immunity from sea exposure. The general features of the trip through New York Harbor and the East river have been described in a former chapter. They fill with charms the first hours of the journey, to which succeeds a night of repose, and a call in the dewy dawn to take the White Mountain Express train, leaving New London at 4 a. m. The morning ride is full of beauty. The elegant parlor car that carries you, will bring you to Worcester to breakfast in the cool and well kept breakfast-rooms of the new Union depot, one of the most perfect railway buildings on the continent. These rooms have all the convenience and elegancies of the best modern hotel.

Travellers will be well repaid by a few hours given to the beautiful City of Worcester, one of the most remarkable industrial centres of New England. The largest



THE PARLOR CARS "CITY OF WORCESTER" AND "GEN. PUTNAM"

Compose the Norwich Line, New York to the White Mountains by the following route.

Leave New London at 4 o'clock, A. M., by White Mountain Express for Worcester, Clinton, Nashua, Manchester, Concord, Lake Winnipesaukee, Plymouth, Littleton, Whitefield (connections with Jefferson Valley by the Whitefield & Jefferson R. R.), Bethlehem (narrow gauge railroad to Franconia Notch and Profile House), Lancaster, Twin Mountains House, Crawford House, Fabyan's, Waumbek and Mount Washington Summit.

By the Penitacaset Valley Stage Line from Plymouth, a delightful route is opened to the Franconia Notch, Profile House, Flume, &c.

enterprise in this city is the great Wire Works of the Washburn & Moan Manufacturing Company, employing fifteen hundred workmen in the most extensive Wire Manufacturing premises in the World. Their product is sent to all parts of the United States and the entire globe. One of their great specialties is Steel Barb Fencing, manufactured solely under patents owned by this Company. The extent of the introduction of this great utility is shown by the fact that 42000 miles of Steel Barb Fence have been built in the past three seasons. A visit to the Washburn & Moen works will be a pleasant episode of travel.

From Worcester the route is by the Worcester and Nashua R. R. to Ayer Junction, (where connection is made with trains on Fitchburg and Hoosac Tunnel line), to Nashua, (where connection is made with the White Mountain express from Boston), Manchester, Concord, Lake Winnepisaukee, Plymouth, (dine at Pemigewasset House), Littleton, Bethlehem, (Profile House by narrow gauge railway), Twin Mountain House, Fabyan's, Crawford House, (and Summit House on Mount Washington by Mount Washington railway), or to the Jefferson Valley by Whitefield and Jefferson railroad, or to Lancaster and Northumberland, (junction with Grand Trunk railway for Montreal and Quebec.)

RETURN

By the Boston, Concord and Montreal railroad, the only line that opens direct railway connection with the Franconia and Jefferson region, the Profile House and the Waumbek House, with the Summit House on Mount Washington. Passengers may leave Mount Washington summit, or any of the mountain hotel points and resorts after breakfast, dine at Plymouth, and reach Worcester

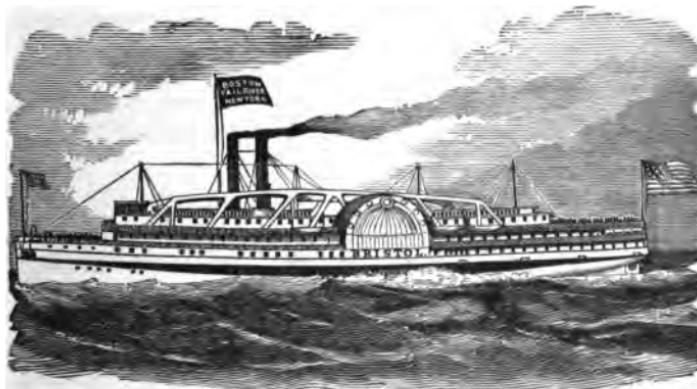
in time for supper at the Union depot, or at the Bay State House, (horse cars in waiting at every train), after a little rest resuming their journey to reach their state-room for the night in the Norwich boat at 10 p. m. All this without change of cars. State-rooms can be secured of conductors on the Parlor cars. Connection at Putnam, Conn., with trains on New York and New England railroad for Hartford, New Haven and New York, and Boston and points in South-Eastern Massachusetts.

ROUTE,

FROM NEW YORK TO CONCORD, N. H., AND THE WHITE MOUNTAINS.

By Boat and Rail from New York, via Fall River line of Steamers and connecting lines of Railway. Palace Steamers, refitted and refurnished without regard to cost. Sure connections.

The Steamers of the Fall River Line are of great size and beauty. With an eye to the safety of passengers no protection or feature of strength has been omitted. To these qualities have been superadded every luxurious elegance in furnishing and supply. The upholstery and carpets are unsurpassed in the best hotels or the most affluent home. The great size of these boats insures them remarkable steadiness. The "Bristol" and "Providence"



STEAMER "BRISTOL."

are each furnished with a fine band of music, the saloons are lighted throughout by gas. The evening display is brilliant. The route is through the whole length of the

Sound and Narragansett Bay, affording at both ends of the trip, in the afternoon and in the early evening a succession of exquisite marine and shore views. The night on these boats is long and undisturbed.

The Fall River Steamers leave New York Pier No. 28



INTERIOR VIEW OF GRAND SALOON, FALL RIVER STEAMERS.

North River, at 5 P. M. Passengers from Brooklyn are transferred free to and from the steamers by the "Annex" boat. Also transfers to and from Jersey City and Pennsylvania R. R., without charge.

The boat reaches Fall River at 4 A. M. At 5.15 the White Mountain Express, with elegant Parlor Cars, leaves for the new route via Framingham and Lowell. At Taunton the train connects with New Bedford trains; at Mansfield with trains from Providence. At Lowell this train becomes part of the great White Mountain Express of the Boston, Concord & Montreal and White Mountains R. R. line.

Or the passenger leaving Fall River at 5.30, can reach Boston by a run of one hour and a quarter, arriving at 6.45 a. m. Passengers and baggage transferred to Boston

and Lowell R. R. depot. Breakfast in Boston. Leave at 8.10 A. M. by White Mountains Express of B., C. & M. R. R., from Lowell depot.

This fast Express with parlor cars, stops only at important points below Concord. Thence over Boston, Concord & Montreal Railroad to Lake Winnepesaukee (steamer to Wolfeboro' and Centre Harbor.) Dine at Plymouth, (Pemigewasset Valley Stage route to Franconia Notch and Profile House.) Littleton, Bethlehem (Profile House by rail,) Whitefield, (by Whitefield & Jefferson Railway to Waumbek House,) Fabyan House station, reaching your destination in the White Mountains region in time for supper.

RETURNING.

Passengers leaving any of the White Mountain stations by morning Express, dine at Plymouth, reach Fall River by Lowell and Framingham, without change of cars. Or via Boston, arriving at 5 P. M., leaving Boston at 6 o'clock P. M., connecting with Boat leaving Fall River at 7.15 P. M., (supper on steamer) arriving in New York at an early hour after a delightful night's rest on the Sound. There are few of the summer traveller's experiences more grateful than the exchange of an all day noisy and dusty rail for the stateroom of one of these palace steamers. You may breakfast on the summit of Mt. Washington and take your tea on Narragansett Bay.

Tickets for sale at either office of the line, Broadway, New York, or at the Pier, at the office of the line in Boston or at the Old Colony R. R. depot. Baggage checked through.

Staterooms can be secured from conductors of parlor cars of this line.

A train leaves Fabyans at 10 P. M., reaching Boston

at 8.30 A. M. Pullman cars from Woodsville to Boston, will accommodate parties who wish to spend the day in Boston when returning from the Mountains.

Passengers by Fall River Line on all trains, connect at Taunton with New Bedford trains ; at Mansfield with Providence trains.

Tickets are good for passengers by Fall River Route to the White Mountains, either going or returning, to stop at Newport, the Empress of sea side resorts, each season growing in its attractions.

Arrive in New York in time for breakfast and departure on the morning trains.

ROUTE.

FROM NEW YORK TO CONCORD, N. H., AND THE WHITE MOUNTAINS.

By New York and Providence line of Steamers, and Providence and Worcester Railway, parlor car over the entire route via Boston, Concord and Montreal Railway. Also from Providence to the White Mountains, Montreal and Quebec.

This route was for many years previous to the era of railways, the great connecting link of travel between New York and Boston. The early steamers were of large size, even as compared with those of our own day, and older travellers are full of vivid recollection of the times when a steamboat trip on the Sound was a much more striking and notable human experience than a trip to Europe to-day. Up this Providence route went the great news transmissions of those times, the President's messages and merchants' and brokers' tidings.

The Providence Line of to-day is one of the best equipped and most perfect lines that modern travel facilities can supply. The "Rhode Island" and "Massachusetts" are magnificent boats, of large size and great speed. The longest water route on the Sound, it furnishes to a large class of travellers the comforting fact, that it has a short railway connection to Boston and to Worcester, is direct, with through Parlor Car connection to the White Mountains.

One of the splendid steamers of the Providence Line leaves Pier No. 29 North River, at five o'clock P. M., Sundays excepted. The features of the trip in leaving New York have been before described, but a separate and more full account than our space allows is deserved by the

beauties of land and sea, in the early morning, as the Steamer moves grandly up Narragansett Bay, approaching the fair city of Providence. It is a notable day which sees the sun rise on Narragansett Bay, and looks upon its sunset horizon fretted with the mountain ranges that fill the White Hills region. The White Mountain Express train from Providence, by way of Worcester, is equipped with elegant parlor cars, built expressly for this line, a great favorite with Providence residents and travellers who make this most delightful of summer cities their resort. The Narragansett Hotel opened last season, is one of the finest and best appointed hotels in New England, and most admirably kept.

The morning express train leaves Providence for Worcester, dispatches its Parlor Car over the Worcester and Nashua Railroad, where it becomes part of the great White Mountain Parlor Car Express train on the Boston, Concord, Montreal and White Mountains Railway. Passengers in going or returning may take Steamers on Lake Winnipesaukee for Wolfeboro and Center Harbor, a delightful loop of travel. Dinner at Plymouth. From Whitefield above Littleton, the new Whitefield and Jefferson Railroad, this season opens for the first time the Jefferson Valley, to railroad travel. From Bethlehem the newly opened narrow gauge railway line traverses the grand Franconia Valley to the Profile House.

The whole route from Worcester north, is through the most delightful section of central New England, with the most complete White Mountain connections and facilities. At Northumberland Junction, above Lancaster, union is made with the Grand Trunk Railway for Canadian cities and principal points of interest. This line to the Mountains is universally patronized by Providence people.

RETURNING.

The morning express train on the Boston, Concord and Montreal Railroad, enables passengers to breakfast at the Summit of Mount Washington, or at the leading Mountain resorts, dine at Plymouth, and retire to their state rooms at Providence at an early hour of the evening, unless the charm of the bay and sea will keep the traveller from his berth, until the steamer has taken her broad curve in the open sea, and entered on her trip down the Sound. Arrival in New York in time for breakfast and departure on morning trains. Baggage checked through. State-rooms on steamers may be procured from all Parlor Car Conductors on the trains.

THE STONINGTON ROUTE.

The same company own and manage the old and favorite Stonington route, the daily line of steamers leaving and arriving on the same hours as above, and making the same railway connections from Providence. The Stonington line runs throughout the year, at all seasons furnishing a most comfortable and excellent route of travel.

ROUTE.

FROM NEW YORK TO CONCORD, N. H., AND WHITE MOUNTAINS.

All Rail Day Route from New York.

Take the 11 o'clock A. M. fast express from the Grand Central depot in New York, over the New York and New Haven railroad, via New Haven, Hartford, and Springfield, reaching the latter place at 3 P. M., thence to Worcester and by the Worcester and Nashua R. R. to Nashua, Manchester and Concord, joining at Nashua the White Mountain express from Boston. From Concord northward over the Boston, Concord and Montreal R. R. to Lake Winnepeaukee and Plymouth, reaching Plymouth same evening. Passengers can thus make early morning connections at Lake Winnepeaukee for a trip on this lovely sheet of water, or take the early morning stage up the Pemigewasset Valley from Plymouth, or continue their trip by rail, entering the White Hills, over the B. C. & M. Railroad, and reaching Fabyans, the Profile House, Bethlehem or other mountain points in season for dinner.

An evening train from New York at 9 P. M., reaches Worcester in time for early morning connections with the Nashua Morning express for the White Mountains, over Boston, Concord & Montreal Railroad. All changes in Worcester made in Union depot; or the passenger leaving New York by either of the above trains, may pursue his journey northward from Springfield up the beautiful Connecticut River Valley to Bellows Falls, and White River

Junction, making through and direct connections at that point to all parts of the White Mountains.

The morning train from Grand Central depot at 8 A. M. reaches Fabyans and the White Mountains the same evening via Springfield, Brattleboro, Bellows Falls, White River Junction, and the B. C. & M. R. R.; through parlor car attached.

ROUTE

FROM NEW YORK AND THE SOUTH TO CONCORD AND THE
WHITE MOUNTAINS.

New York and New England line, through from Washington, Baltimore and Philadelphia, without change of cars.

The past few seasons have seen the establishment of a new route between New England and points below New York, which is already in high favor, inasmuch as it spares the traveller all the cost and vexation of a transfer across New York City. By this new route, palace drawing-room cars, and sleeping coaches are taken directly from the Harlem river to the Jersey City docks, by the mammoth transfer steamer "Maryland." The trains arriving at Jersey City from Philadelphia and Washington, over the Pennsylvania Railroad, are thus carried bodily around New York City, up the East and Harlem rivers. A train also leaves the Grand Central depot, at Forty-Second street, New York, at 11.35 p. m., with sleeping car attached, for the New York and New England Railroad, connecting at New Rochelle with the through train from Washington and Philadelphia. Pullman palace car, drawing-room and sleeping cars are run on all fast express trains from New York and the South.

Through trains will be run from Washington via Baltimore, Philadelphia and Jersey City, to all points in the White Mountains, via Boston, Concord, Montreal & White Mountains Railroad, during the summer, leaving Washington, via Baltimore & Potomac Railroad, at 1.30 p. m. ; Baltimore at 3.00 p. m. ; Philadelphia via Pennsylvania Railroad, at 7.00 p. m. ; Jersey City, via transfer steamer

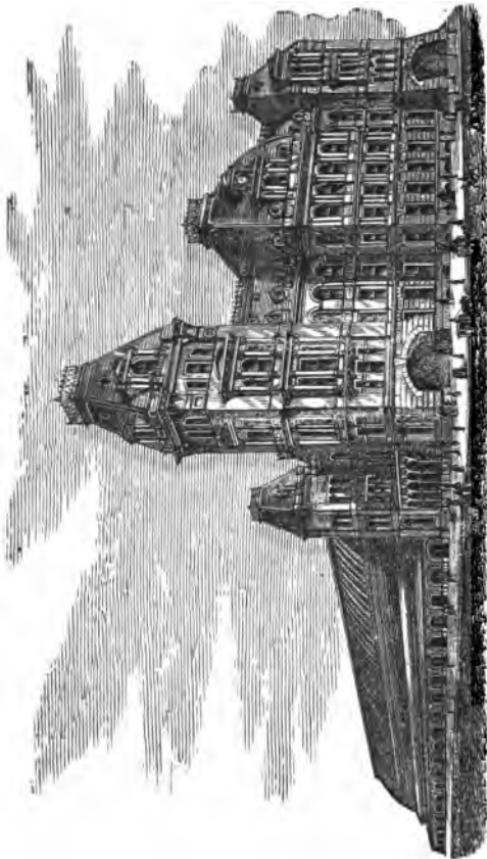
Maryland, at 10.10 p. m.; New York, from Grand Central depot, at 11.35 p. m.; Hartford, at 3 a.m.; Putnam, via Norwich & Worcester Railroad, at 5.50 a. m.; Worcester, via Worcester & Nashua Railroad, at 7.80 a. m., and Nashua, via Boston, Concord, Montreal, White Mountains and Montreal express, at 9.30 a. m., reaching Plymouth at 12.35 p. m. (dinner), and all other points northward at an early hour.

Passengers preferring to go through to Boston instead of proceeding northward from Putnam, Conn., reach that city at 8.00 a. m., and can take the 12.00 m. train from the Boston & Lowell depot, reaching Plymouth at 5.30 p. m.

RETURNING.

Passengers for Philadelphia, Baltimore, Washington, and all points West and South, can take the morning White Mountain express train (B. C. & M. R. R.), and go through direct, via Worcester, Putnam and Hartford to New York, or by way of Boston, over the same route, arriving in Boston at 5.00 p. m., and leaving for Philadelphia and the South from the New York and New England Railroad depot, at the foot of Summer street, at 6 p. m. Baggage checked through to all points on this route. The cars and service are excellent. This route between New England and the South assures great ease and comfort to passengers.

ROUTE.

FROM BOSTON TO THE WHITE MOUNTAINS, FRANCONIA
MOUNTAINS, MONTREAL AND QUEBEC.*Via Lowell.*

PASSENGER STATION, BOSTON & LOWELL RAILROAD, CAUSEWAY ST., BOSTON.

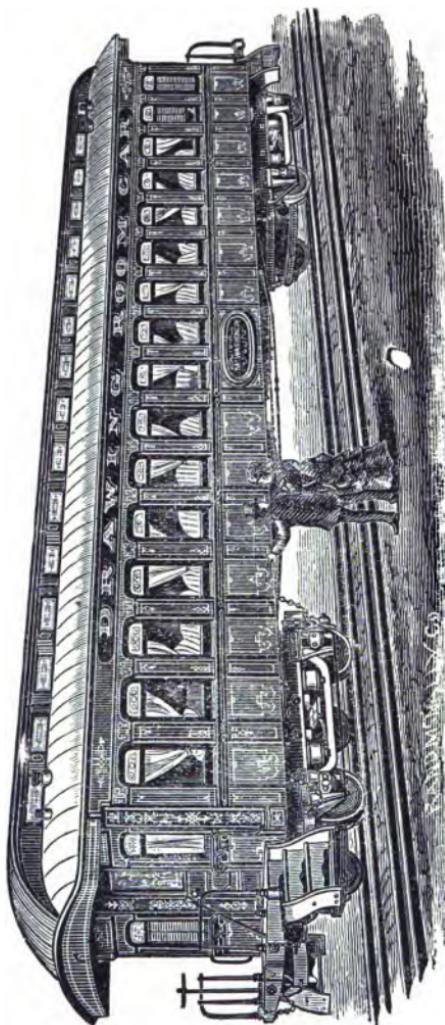
White Mountains Express Train, with "Drawing-Room Cars," leaves Boston from this station, running via Boston, Concord, Montreal & White Mountains Railroad, to the White and Franconia Mountains, and via Montreal & Boston Air Line to Montreal, at 8 10 A. M. Also for Concord, Lake Winnepesaukee and Plymouth, N. H., at 12 M. At 5:35 P. M., Montreal night express, Pullman cars, via Plymouth.

There is no more magnificently appointed train leaving any American city on any route of Summer travel than the great White Mountain Express of superb Parlor Cars, that leaves the new Passenger Station of the Boston & Lowell Railroad Company, on Causeway Street, at 8 a. m. The traveller who has leisure to examine before his departure this grand structure, will see in it one of the finest railway edifices in the country. Within, it is an embodiment of the results of every direction of study of the requisites for the comfort and luxury of passengers, and the dispatch of business. Its public rooms and offices are ample and well arranged. The cut accompanying saves description of the very striking exterior features of the building. Within a convenient distance, either for business or pleasure is the popular and well kept American House.



AMERICAN HOUSE, HANOVER ST., BOSTON.

The route from Boston over this line is full of interest. On the right rises the impressive shaft upon Bunker Hill. Near it are the sombre buildings long in use as the Massachusetts State Prison, now transferred to Concord. On a rising eminence at the right is the McLean Asylum for the Insane. The suburban towns and villages are charming. The train makes no delays, except necessary



“*Mr. Washington.*”

Runs on White Mountains Express train, leaving Boston from Boston & Lowell Depot, at 8.10 A. M., via Boston, Concord, Montreal and White Mountains Railroad, Mondays, Wednesdays and Fridays; “*Mr. LAFAYETTE,*” Tuesdays, Thursdays and Saturdays, for White and Franconia Mountains, Bethlehem, Fabyan’s Twin Mountain and Crawford Houses. Dine at Plymouth, N. H.

stoppages at important points; but the panorama constantly unfolding before the car windows is one of wonderful attractiveness. At Lowell the traveller sees the great industries helped into life by the vast water power of the Merrimac river. Here the train receives an addition from the Fall River Line. From Lowell the way is held up the Merrimac Valley to Nashua, where it receives the accessions from the White Mountain Expresses of the Providence and Norwich routes, and the New York and New England line, all *via* Worcester. From Nashua the route holds along the valley with charming river views. Manchester is next reached, the great manufacturing city of the Granite State. We are approaching the region of the White Hills. The first sentries and outposts break upon the eye at points here and there. Some ten miles west of Manchester are two considerable peaks, the "Twin Uncanoonucks," elevations seen at a great distance, and even by mariners approaching the coast, at Portsmouth. At Amoskeag Falls the great stone dam is an object of interest. Hooksett is a bright little manufacturing point, the home of Gov. Natt. Head, whose handsome residence is seen on the rising ground east of the track. Near the line is the sharp rocky "Pinnacle." From Concord the train speeds northward over the Boston, Concord & Montreal Railroad, connecting at Weirs with steamboat on Lake Winnepesaukee for Centre Harbor, (stage and mail route from Centre Harbor to North Conway). Also from Weirs passengers go by boat to Wolfeboro (rail route from Wolfeboro to North Conway).

From Plymouth the Pemigewasset Valley Stage Route diverges through Campton, Woodstock and Lincoln, to Franconia Notch and the Profile House. This is one of the most charming stage routes in the whole country, passing through a valley fast becoming a place of resort for visitors to this picturesque region.

White Mountains Railroad extends above the Wing Road to Lancaster and Groveton, at which latter point connection is made with the Grand Trunk Railway. Whitefield, Dalton, South Lancaster and Guildhall, besides Lancaster, are the intermediate stations.

From Whitefield the Jefferson Valley is now for the first time reached by rail over the Whitefield & Jefferson Railway. Lancaster, one of the most charming of New England towns, is a favorite summer resort, as are also the other places named, and it is also made the point of departure for Jefferson, eight miles distant. Northward from Groveton the tourist may visit Dixville Notch and Connecticut Lake, the latter lying in the extreme northern part of New Hampshire, near the Canada line. The route to both lies through North Stratford, Brunswick Springs and Colebrook. Umbagog, and the famed Rangeley Lakes, the famed fishing region of northwestern Maine, may also be reached by this route.

The train leaving Boston at 12 o'clock, noon, by this route, with the fine parlor cars, connects with the boat on Lake Winnepesaukee, at Weirs, for Centre Harbor and Wolfeborough, and continues to Plymouth; also night accommodation train over the Boston, Concord & Montreal, connects at Concord with the 5.35 train from Boston, (Lowell Depot), running through to Plymouth, N. H., the same night, and continuing to the mountains next morning.

RETURNING.

Leave the mountains by morning express train and arrive in Boston at 5.00 p. m., and, by this line, a night train leaving the Fabyan House (White Mountains) at 10 o'clock p. m., passengers arrive in Boston at 8.30 next morning. Pullman sleeping cars on this night line from Woodsville to Boston.

ROUTE.

FROM BOSTON TO THE MOUNTAINS, MONTREAL AND QUEBEC.

*Via Lawrence and Concord, and Boston, Concord and
Montreal and White Mountains Railways.*

Leave the station of the Boston & Maine Railroad, in Haymarket square at 7.30 a. m. As on the Lowell route, the view from the car windows, to the right as you leave the city, looks upon the Heights in Charlestown, and the shaft of Bunker Hill Monument.

The route, for the first twelve miles, passes through charming suburban towns and villages. Somerville, Malden, Melrose, Wakefield and Reading are fine towns. The union of this road with the Salem and Lowell is at Wilmington Junction. Twenty-three miles from Boston, the fine old Seminary town of Andover is reached.

Reaching the Merrimack, twenty-six miles from Boston, the great buildings of the cotton and woolen mills of Lawrence attract attention. Younger in years than most of the cities of New England, Lawrence holds an important place in the production of cotton, woolen and worsted fabrics, and the manufacture of paper.

Nearly thirteen thousand operatives are employed, and twelve million dollars of capital are invested. The Boston & Maine Railroad here diverges to the eastward, on its way to Portland, but we continue by way of the Manchester & Lawrence Railroad to Manchester, and from thence to Concord, as described in the route via Lowell, and on to the mountains.

WINDHAM, on the Manchester & Lawrence Railroad, is the point of intersection with the Rochester & Nashua Railroad, lately opened, and completing a new through

line from Portland to Nashua, Worcester, and New York, directly across the country without making the circuit of the coast.

There is also over this route the 12 o'clock noon train from Boston to Plymouth, N. H., connecting at Weirs, on Lake Winnipesaukee, with boat for Centre Harbor and Wolfeborough; and 5 o'clock night train from Boston, running through to Plymouth same as Lowell route, passengers lodging at Plymouth, and continuing from Plymouth to the Mountains the following morning.

CHAPTER II.

ON THE WAY.

THE GRANITE STATE.

Love of adventure, the search for precious metals, and the spirit of religious enthusiasm, were the impelling causes to the earliest pioneer work in the wilderness of America. The dream of those who first penetrated the hills of what is now New Hampshire, was of a new found Eldorado. Highly wrought tales came back with the earliest explorers, which stimulated and kept alive the expectancy of sudden wealth, and lived in traditions through generation after generation of the real conquerors of the wealth of the Granite State, won by hard labor from her soil, her forests and her quarries. Industry is the State motto, taught even to her streams and waterfalls. But something lives yet, and will live of the old explorers' stories.

The wonderful beauty of northern New England lakes, the purity of rivers or the majestic grandeur of mountain ranges and solitary summits, was not overrated by the most romantic of early dreamers: but the pioneer settler, wresting a meagre support from reluctant clearings by hard labor, had little leisure for admiring pilgrimages to summits that shadowed his bleak homestead and stood grim and silent landmarks in the familiar landscape.

After the lapse of two centuries, the descendants of these hardy frontiersmen come from their homes in the north, south, east and west, to draw inspiration from hills, to bear away golden pictures of landscapes and sunsets, memories of musical waterfall and mountain villages — wealth more profuse, if less substantial than that which lured adventurous spirits in the olden time.

The wild scenery in the northern section of the State, attracts that army of visitors for whose use this book has been prepared. The purity of the air and water, with the rich golden beauty of the clouds, and clear blue of the skies, the green of wooded slopes and ravines, the boldness and variety of landscapes changing with every mood of nature, all charm the visitor who appreciates breadth, depth and perfection in nature contrasted with the devices and shams of men.

No State in the Union retains so few of its sons on the homesteads among the hills; but, it may also be safely asserted that no other state has more reason to be proud of the sons and daughters sent forth to the world, and to no spot do the absent look back with more of affection and love. No earnest nature can fail to be stirred to its depths and quickened to better life by a sojourn in this, our American Switzerland.

While New Hampshire has an undivided share and interest in the fair Connecticut, whose volume she mainly supports, and to whose wonderful beauty she contributes a principal share, she has a peculiar and sole proprietary interest and pride in what may be safely pronounced the most marvellous and perfect industrial stream in the world.

THE MERRIMACK.

"The Indians speak of a beautiful river far to the south, which they call Merrimack." Thus wrote Sieur de Monts in 1604, sixteen years before the arrival of the fathers of a nation who were to build, by the help of the motor of this stream, one of the strongest and broadest supporting columns of American manufactures.

Along the banks of the fair Merrimack, the mountain visitor is whirled on his way to the hills, the smiling inter-

vales, the graceful sweep of the current, and the cities and villages, upon its banks keeping alive continual interest.

As its sources are more varied, so are its uses more manifold than any stream of its extent and volume in the world. Gathered from infant streams, born in placid ponds of the Franconia Valley, and high up on the summit of Mount Willey in the Crawford Notch, and receiving waters from the outlets of Winnepesaukee, Squam, and Newfound lakes, from the slopes of distant Monadnock, and Kearsarge, through the Contoocook, Blackwater and tributaries; and, farther down, from the outlet of Massabesic, the Suncook, Souhegan, Nashua, Concord, Spicket and Shawsheen rivers, it discharges into the Atlantic, after its broken and busy flow of two hundred and sixty miles by its course.

Rising in sources more than five thousand feet above the sea level, the Pemigewasset and Winnepesaukee rivers unite at Franklin, forming the Merrimack. The Winnepesaukee is the outlet of the great lake, and the water-power companies of Lowell and Lawrence have wisely provided artificial means to retain in this great natural reservoir a reserve of power in times of drought.

The Merrimack was said in the quaint language of early discoverers, to be "a faire large river, well replenished with fruitful isles; the country pleasant, full of goodly forests and faire vallies," a description that answers well for the present, though made when its waters ran wild to the sea, un vexed by the mechanical devices of man.

Lowell, Nashua, Manchester, and Lawrence are the chief manufacturing centres utilizing its power, with a host of lesser towns, upon its banks and tributaries, deriving their importance from the water-powers here so generally used.

The Merrimack river is emphatically the "River of uses," yet much romance clings to the history of the olden

time when the white man first invaded its quiet valleys and looked with utilitarian eyes upon its waterfalls. Then comes the history of a long-continued struggle—oftentimes bloody—between the slowly growing power of the pioneers and the waning strength of a sad and doomed race; the complete triumph of one, and absolute destruction of the other. In later years comes a pleasant tale of the growth of cities along the fair river where crystal tides are caught in the toils and made to do the bidding of men, till the whole valley is a great hive of industry, sending the products of looms, of forges and of workshops over the wide world.

CONCORD, N. H.

This capital city of the Granite State is a thrifty and eminently respectable municipality among the cleanest and most well-to-do of New England cities. Lacking water-power to attract the heavy manufacturers, it is dependent upon its central position for trade, and its importance as the political centre of the State, for its elements of growth.

Long before the white man ruled in the realm, the centre of savage authority was at Pennacook, the Indian village located on the present site of this city. The Pennacooks were a powerful tribe, and Passaconaway, their great Sagamore, was a savage ruler, and counsellor of acknowledged wisdom and power, to whom the lesser tribes were tributary. The town was described, in a petition of the inhabitants of the town of Rumford to the General Assembly of the Province, 1775, as "having Mansion Houses, Fortifications and out-houses, well formed for defence, being on the Merrimack River, about a day's march below the confluence of the Winnipishóky and Pemissawasset Rivers." In this petition the inhabitants ask that their "ancient and well-regulated settle-

ment may have seasonable aid for protection against a bloodthirsty and merciless enemy, who threaten the life of the settlement, and render danger of evacuation imminent."

Concord was incorporated as a town by the government of Massachusetts in 1783, under the name of Rumford, a name afterward taken by one of its early residents and teacher of its Academy in 1772, Benjamin Thompson, a native of Woburn, Mass., who became the celebrated Count Rumford. The massacre of five citizens of the town by Indians, in 1746, is a matter of history well known to all familiar with local records. A plain granite monument on the Hopkinton road marks the vicinity of the tragedy.

The State House is finely situated in the heart of the city, between Main and State streets, and the enclosed grounds, some two acres in extent, are laid out in pleasant walks.

Sons of New Hampshire who may tarry here for an hour even, should visit the gallery of portraits of eminent sons of the State, including a recently collected series of paintings of the local Governors, from the courtly features and dress of the old colonial times, through the long line of rulers of this wisely and lightly governed Commonwealth, down to the well known and much abused modern governor. In the Senate chamber are the portraits of the presiding officers of the Senate, who have been among the most eminent men of the State.

In the Representatives' Hall are fine portraits of Gen'l John Stark, of Bennington fame; also of Gen. Alexander Scammel and Gen. Enoch Poor, companions and intimates of Lafayette,—with other fine portraits more universally known.

The State Asylum for the Insane, with its extensive buildings and grounds, is upon a gradual swell of land on the western limits of the city proper.

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line, take White Mountains express, dine at Plymouth,
N. H., Penn-awasset House, arriving at Worcester 5.45
P. m., (Supper.) Connecting with Steamboat Express
for New London, elegant parlor cars run through from all
stations on Boston, Concord, Montreal & White Mon-
tains Railroad via this line to New London. (Steamer.)
Tickets sold and baggage checked through. Stake-rooms
can be secured of parlor car conductor.

Passengers for Philadelphia, Baltimore and Washington
by White Mountains day express, via New York & New
England Railroad (all rail), connect at Worcester with
through express. Pullman sleeping and day cars run
through without change from Worcester or Putnam.
Connections are made in Worcester with Boston & Al-
bany Railroad to Springfield, Hartford, New Haven and
New York, also Chicago Express, with Wagner sleeping
and day cars. Worcester to Chicago without change (only
one change.) All trains arrive and depart from Union
Depot, Worcester. Connect at Ayer Junction with Chi-
cago Express with Wagner through sleeping and day cars;
only one change from the Mountains to Chicago.

**Elegant Parlor Cars run on all day trains on the Boston,
Concord, Montreal & White Mountains R. R.**
Pullman Sleeping Cars on night trains.

MOUNT WASHINTON RAILROAD

TIME TABLE.

	DOWNTWARD.	A. M.	P. M.	UPWARD.
Summit of Mount Washington	leave	7.15	2.00	Twin Mountain
Base	" " "	8.30	3.15	Crawford House
Ammonoosuc Falls.....	"	8.45	3.30	Fabyan House
Fabyan House.....	arrive	9.00	4.00	Ammonoosuc
Crawford House.....	"	9.30	4.50	Mount Wash
Twin Mountain House.....	"	9.46	4.40	" "

WAL:

The St. Paul School, for boys, is a flourishing institution at Millville, some two miles from the city proper, on the Hopkinton road and Turkey river. These are very good buildings, in pretty locations, in the quiet valley. The School is under the patronage of the Episcopal denomination, and is a model institution, liberally patronized.

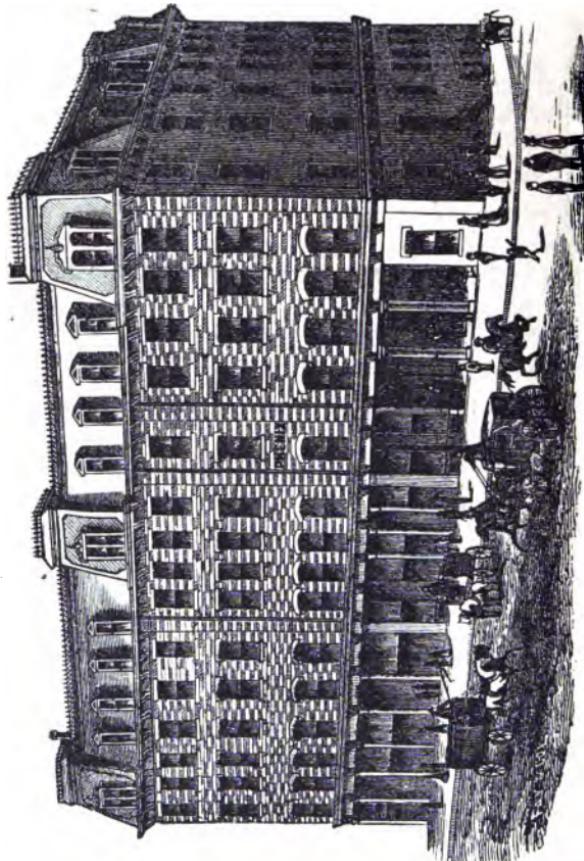
From the granite quarries of Concord have been built many of the finest structures of the adjacent, as well as distant cities. The quarrying of this superior building stone, from neighboring hills, is an important industry of the city.

Concord coaches are a specialty in carriage manufacture. Whether over the picturesque White Mountain roads, among the sloughs of the western border, on the plains of Mexico, or the steppes of Central America, the well-known name of Concord makers is upon the vehicle which conveys you ; the famous Concord harness is manufactured here.

A capital city usually has good hotel accommodations ; those of Concord are hardly surpassed in any state capital in the Union.

THE PHENIX HOTEL,

kept by W. S. BAKER, located in the centre of business, on Main street, near the railway station, is in all respects an excellent house. You can take your ease, being sure



PHENIX HOTEL, CONCORD, N. H., W. S. BAKER, PROPRIETOR. 37.8

of good care and gentlemanly treatment. A well supplied table, liberal furnishing, ample space, and a comfortable, business-like way of caring for guests, give patrons the

impression that they have found a house, full in its appointments, with a manager fully competent to "keep a hotel." Free coaches to and from the hotel to railway station.



THE EAGLE HOTEL.

THE EAGLE HOTEL is kept by JOHN A. WHITE, Esq.. a veteran manager. The reputation of this widely known hotel is national. Courtesy, capacity and knowledge of what a hotel should be, Mr. White possesses them all in an eminent degree, and gives to the travelling public accommodations every way desirable. The entire construction and management of the house is on a liberal scale. Free coaches to and from depot.

Concord has many fine buildings, and among them none finer than the NEW OPERA HOUSE, erected by NATHANIEL WHITE, Esq.,—a public spirited citizen. It is a credit to the builder, and an ornament to the city.

Concord is important as a Railway centre ; and, as we have to do with northern travel, the three northern lines centering here should be mentioned. The Sugar River line reaches the Connecticut at Claremont, and may, perhaps, be termed a local line, though having quite an important business. The Northern Railroad reaches the Connecticut river at **WHITE RIVER JUNCTION**. From this point the Central Vermont and Passumpsic routes give the traveller wishing to visit the Canadian cities or any of the Vermont towns, ample facility for so doing.

On this road, twenty-five miles from Concord, is Andover station, nearest to Kearsarge Mountain, some four miles distant therefrom. The **PROCTOR HOUSE**, at this point, is in every respect a cozy, well kept and commodious hotel, with a fine livery, daily drive to the mountain, and picturesque surroundings in every direction. **J. S. THOMPSON** is the well-known landlord.

THE LAKE AND MOUNTAIN ROUTE.

The favorite and direct route to the White and Franconia Mountains is via Lake Winnipesaukee and the Connecticut valley, over the Boston, Concord, Montreal & White Mountains Railroad. Once upon its express trains, we are driven mountainward with speed and safety ; and, if it is the season of recreation, and you have given care to the winds, you will read with curious interest the faces of travelling companions, and study the peculiarities of fellow passengers who thread a common thoroughfare, having a common object. All will be benefitted by near communion with nature. Men learn no evil from the book that Nature unrolls.

Just here a few words from us as a mentor, and one of the most convenient and "conformable" of advisers, since it rests with you when we shall "shut up." Let us

hope your plans of travel are well made and have gone well thus far on your route to the mountains. They have done so if so far as details can be attended to in advance, you have been heedful for yourself and party. Take as little baggage as possible. Put the bulk of your baggage under through checks. As your journey progresses, let us help you whenever a suggestion will serve.

With this volume in your hands you can, by the aid of its map, and its letter press, go through the mountains and not feel wholly a stranger when actually confronted with its novelties, if the route is a new one. Even if it is not, there is a constantly changing variety on every route of travel, and in this especially, to the intelligent, wide awake traveller. Indeed there need be no such thing as sameness in a journey. Each day and hour bring new scenes. In making up your outfit there are many things you can easily dispense with, and lessen cares and costs by going light. But of two things you cannot easily take too much, good nature and good sense. The first in excess without the last, will be a serious disproportion, for there is no greater bore turned loose among passengers than the sloppily good natured and loquacious party continually shedding his own small delights on those about him. You cannot easily have too much good sense. Take just good nature enough to season and spice your experiences and contacts with others; then never let the supply run out. Your complaints of the ill-nature of railway employees and of fellow travellers, if sifted down, will be generally found to have had their spring within yourself. Be good tempered and patient, and you lubricate every surface with which you come in contact.

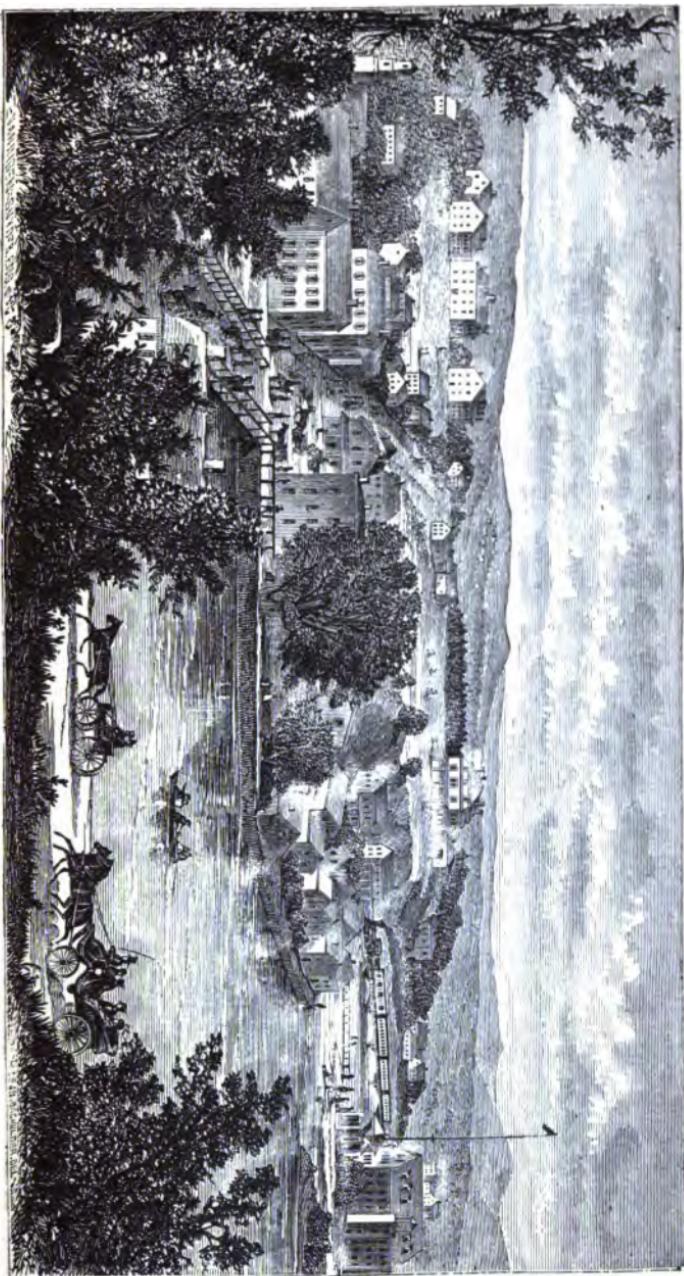
THE BOSTON, CONCORD, MONTREAL & WHITE MOUNTAINS RAILROAD.

This well-known line of railway, of large business throughout the year in its upper New England and Canada traffic, is largely patronized by summer travellers, and has acquired a wide reputation for good management with the great army of pleasure travellers who, by this route in the summer months, thread the shores of Lake Winnepeaukee and the outlying bays, thence extending northward along the valley of Baker's river to the fair Connecticut valley ; by the White Mountains division, and the Ammonoosuc valley, to the mountains ; and to the Canadian cities. The passenger will be charmed by rugged scenery, while speed, safety and comfort are attained by the use of first-class rolling stock, and of all the modern appliances and conveniences of railway travel. J. Thomas Vose, Esq., an experienced railway manager, is President, with J. A. Dodge, Esq., of Plymouth, N. H., general manager—a gentleman who combines the rare qualities, invaluable when united, of great efficiency, gentlemanly address and business capacity.

Parlor cars are run on all through express trains. Tickets may be purchased, information obtained, and general directions given at the passenger agency of this road, No. 5 State street, Boston, or at the office of General Passenger and Ticket Agent, Plymouth, N. H.

After leaving the Merrimack intervals, above Concord, the stations are not such as to particularly interest the stranger, nor is the country sufficiently attractive to charm or interest one until Tilton is reached, at which place is located the N. H. Conference Seminary and Female College. The school building is seen on the high ground to the left. Stages run from this point to Gilmanton Centre, to New Hampton and to Franklin, N. H. And it is to

TILTON, N. H., EIGHTEEN MILES FROM CONCORD.



some extent a place of summer resort, well deserved by its surroundings.

Shortly after leaving Tilton, the waters of Lake Winnipesaukee are seen to the left. This lake, or outlying bay of Winnipesaukee, is a lovely sheet of water, formerly known as Sanbornton Bay, or Great Bay.

LACONIA,

a thriving village, twenty-seven miles from Concord, is an enterprising and live manufacturing town, desirable as a place of residence and important as a trade centre.

Here are located the Belknap Mills, Ranlet Car Company, with iron foundries and machine shops, Bank of Discount and two Savings Banks, with all the accessories of a desirable country village.

There is a good livery stable, and any number of pleasant drives about the lake. A stage line runs from here to Alton Bay. The drive to Centre Harbor is one of rare interest, and the Belknap and Gunstock Mountains are often visited from this point; the view from the highest summit gives the eye wide range of the whole extent of the lake from a central point. The pleasant residences and tasteful church buildings of the village attract attention as the through passenger is hurried on to

LAKE VILLAGE,





1. Lake Winnesquam.
2. Sandwich Mountains.
3. Boston, Concord, and Montreal R.R.

LACONIA, N.H.

4. Bay View House.
5. Mount Ballinger.

the next railway station, another thriving town of attractive appearance, important as the place where are located the construction and repair shops of the Boston, Concord & Montreal Railroad line, with manufactories of machinery and mill castings (Cole Manufacturing Co.), hosiery mills, and other mills of importance for making of knitting machines, needles, etc.



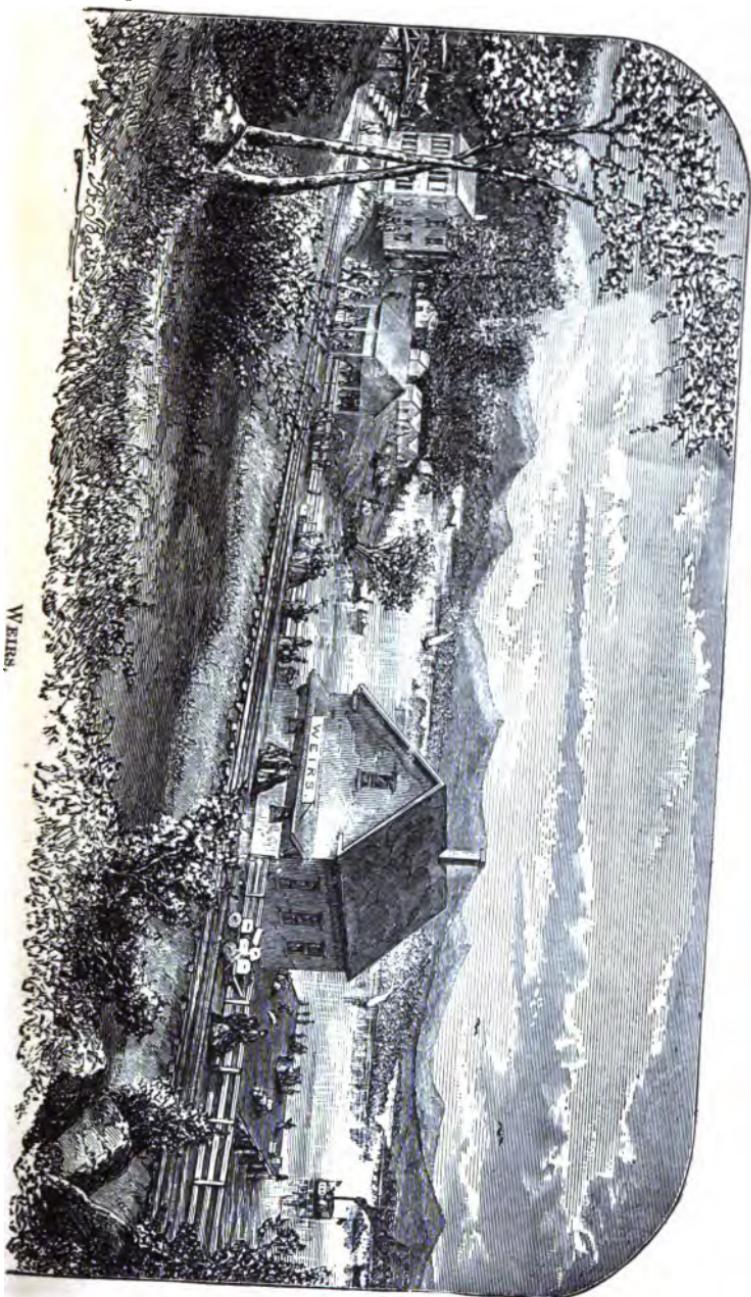
THE MOUNT BELKNAP HOUSE

Is a spacious brick hotel, near the railway station, L. B. BROWN, proprietor. It is an excellent house, and those who may tarry here for a time, will find no lack of pleasant drives in the surrounding region, and no one should fail to make the trip to the summit of Belknap. For these trips Mr. B. will furnish good teams at reasonable rates. It is in every respect a cozy, well kept and commodious hotel.

From Lake Village the railway skirts the shores of Long Bay, lying to the right, an outlying portion of the Lake proper. The lake itself now comes in view as you reach the unpretending station at

WEIRS,

The steamboat landing on Lake Winnepeaukee, probably so called for the reason that here were located the fish-



WEIRS.

weirs, or nets, of the Indians. At this point are the extensive camp-meeting grounds of the New England Methodists, among the finest inland grounds in the country, where thousands annually enjoy the natural beauty and varied pleasures here afforded.

Passengers can leave by the beautiful steamer "Lady of the Lake," Captain W. A. Sanborn, and enjoy the delightful sail of ten miles, through the finest portion of the Lake, to the quiet and picturesque resort at the head of the central northern bay, known as Centre Harbor, fully described in next chapter, or to Wolfeborough, on the eastern shore, or to the islands. The round trip to Centre Harbor, Wolfeborough and return, gives the most charming views of lake and mountain combined, to be had in the State, and should by all means be taken by tourists or travellers.

Weirs is one of the most attractive localities for a Summer home in the Mountain or Lake Region, and the easiest reached of any point on Lake Winnepeaukee; being just at the landing. The magnificently located Camp Ground, with its sheltering groves and perfect appliances, is fast giving a national character to the great summer assemblages at Weirs each season. Guests can sail as the weather and circumstances favor, and the journey to this point from any New England city is simply a half day's easy ride.

All trains on the Boston, Concord, Montreal & White Mountains Railroad stop at this station. The Lakeside House, at Weirs, is kept by L. R. Weeks, and is opened for boarders about June 20th. Rates \$2 per day, and same proportion for part of a day. Excursion parties are entertained, and it is a lovely locality. The facilities for boating are the best.

The Winnecoette House, J. A. Doolittle, proprietor, is a new house built the present season on the slope above

the railroad, and commanding a magnificent view of Lake Winnepeaukee. A large extent of the Lake with its numerous islands can be seen. The house will be sure to prove a pleasant boarding place. Rates, \$7 to \$10 per week.

Near Weirs is the old "Endicott Rock," discovered a few years since, and supposed to be a monument or boundary made by two surveyors sent out by Governor Endicott in early colonial times. It bears quaint and curious carving.

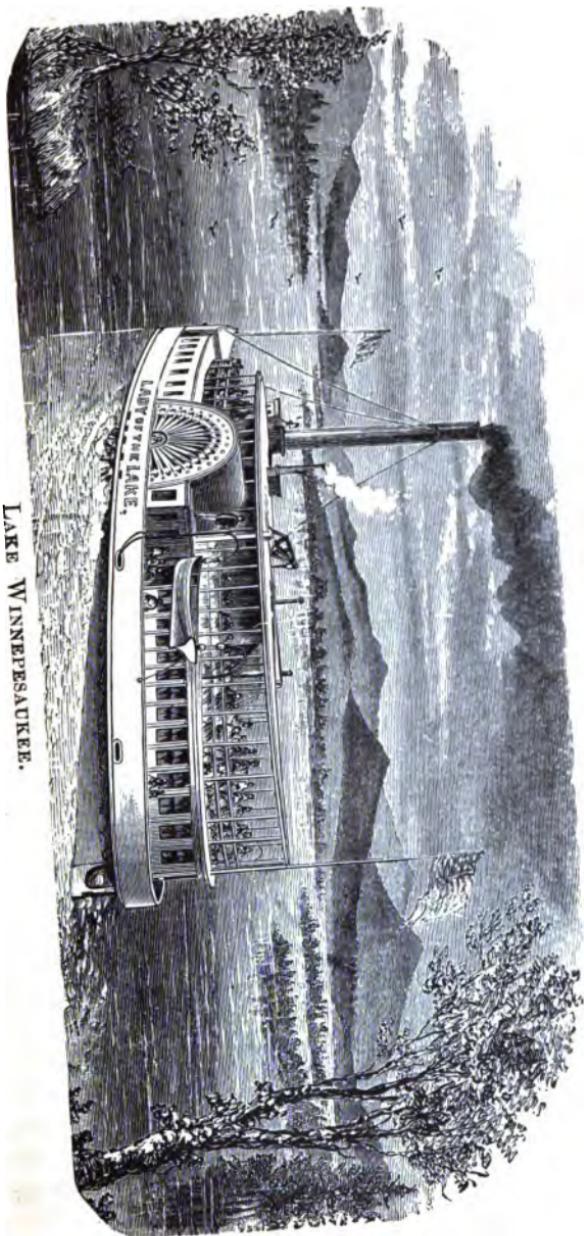
CHAPTER III.

LAKE WINNEPESAUKEE AND VICINITY.

“The Smile of the Great Spirit” is the fanciful yet beautiful name of this mountain sheet of water, already world famous and known almost as widely as Windermere, Killarney and Lucerne. Lake Winnepesaukee is in the counties of Carroll and Belknap. It is very irregular in form, extending in a North-west and South-east direction, a distance of twenty-five miles, in width from one to seven miles. Its shores are indented on all sides by lovely and jutting headlands. Two hundred and seventy-six islands have been surveyed in this lake. It is said the whole number is 365. The waters are deep, clear and cool, and well stocked with fish.

Moving over the lake in the steamer, from Weirs to Centre Harbor, an ever-changing succession of pictures is presented. The Sandwich and Ossipee mountains to the right, with glimpses of old Chucorua far to the north, and slopes of forests, green hillsides and fertile pastures; with the nearer view of Red Hill and the surrounding elevations fronting your course, the twin peaks of Belknap and Gunstock mountains behind you, and the wondrous beauty of island gemmed surface and constantly changing outlines of the grander shores, all blend in a scene not to be forgotten.

This lake region was the favorite haunt of the aborigines long before the artist sketched its outlines; their *ahquedaukens*, or “fish-weirs,” furnished supply of food without limit, and the fertile shores provided the growth of corn. Old inhabitants tell of a tree once standing near at hand, on which was carved the legends of the Ossipee tribe in quaint Indian characters. Fishing in the



LAKE WINNEPEAUKEE.

waters of the lake rarely fails to be ample rewarded. The trout in deep waters, and the pickerel in shallow places, among the reeds and lillies are the most sought. The cusk, perch, and homely toothsome "pout," are also easily taken in abundance.

The loveliness which invests with "charms artistic and infinite" the cluster of bays which combine in the lake proper, is not easily described by words or transmitted by brush or pencil. The combinations of summits, slopes and forests, green lines of shore winding in charming curves of symmetrical beauty, and sometimes, and often, the whole blending system of hills, forests, shores and islands reproduced in the still waters,—a hanging shadow picture of wondrous beauty, beyond the reach of art to transcribe, is one to be remembered for a lifetime.

The sail from Weirs up the Lake is thus commented on by Edward Everett, "I have been something of a traveller in my own country—though far less than I could wish—and in Europe have seen all that is most attractive, but my eye has yet to rest upon a lovelier scene." As you move out into the lake from Weirs, the Belknap mountain rises on the right, with its two regular peaks 2,200 feet high. On approaching Centre Harbor on the right, the pointed peak of Mt. Chucorua, 3,600 feet high, is seen far distant, and even Mt. Washington, if the day be clear.

On Diamond Island, which is a sort of a half-way station for the boats from the lake landings, and at which the "Lady of the Lake" makes a short stop in its trips from Wolfeborough to Weirs, is a comfortable hotel, accommodating some fifty guests, and is a place of resort for picnic, pleasure and fishing parties, and a favorite dining station for excursionists. BEAR ISLAND, of considerable extent, is also resorted to by excursion parties. Long Island, Governor's Island, Rattlesnake Island, and Cow Island, are the larger of the isles which dot the lake;

some have cultivated farms, others are used solely for pasturage, others are sacred to picnic and pleasure parties, while the small isles, with their tangled growth, are the paradise of waterfowl.

The central extent of nearly unbroken water, is known as "The Broads." The outlet is through the waters of Great Bay and the swift Winnepeaukee River, which joins the Merrimac at Franklin. Its source of supply is a matter of speculation; no large streams find their way into it, and much of the surrounding water-shed is drained into other lakes and rivers having other outlets; many small brooks enter from the shores, but the outlet is an important and rapid stream, and the wide surface is exposed to evaporation; yet, with such apparent lack of supply, its banks are always full, forcing the conclusion that its volume is supplied largely by invisible springs of great number and force, fed by the surrounding mountains.

CENTRE HARBOR.

is at the head of the central north-end bay. Here the visitor may tarry and take luxurious ease and perfect



CENTRE HOUSE.

rest at the commodious hotels, row or sail upon the lake in boats to be had for that purpose, watch the play of the shadows upon the mirror of waters and the many hills, or make the "not to be omitted" excursion to RED HILL, or the drive of four miles, "around the ring." There is an elevation about a mile from the hotels which affords a fine outlook. Excellent teams are furnished for the attractive drives hereabouts, and private teams are well cared for.

The SENTER HOUSE, J. L. HUNTRESS, proprietor, is located near the shore of the lake; the grounds are ample, the piazzas broad and inviting to cozy and luxurious ease. All but chronic grumblers can here be entertained with all needful comforts and conveniences, including the first great requisites, plenty and cleanliness, and the other essentials.

At the MOULTON HOUSE, S. F. EMERY, proprietor, good rooms and good cheer await you at all times, and patrons will find all the needful provisions for making comfortable either a prolonged or temporary stay, including teams and everything needful for the man of leisure, the sportsman, or families and parties seeking rest or pleasure.

SQUAM LAKE should be visited, three and one-half miles from the village—a miniature Winnebago.

RED HILL,

distant from Centre Harbor some five miles to the summit, should be visited. From this elevation (of 2,500 feet) a view is had equalled in beauty by none other in this immediate vicinity. The wide reach of that cluster of silver bays, which, with the lake proper, give variety and beauty to Winnebago, lying like a mirror in its framework of rounded, swelling hills, pre-eminent in placid beauty, is

here spread beneath the eye. Starr King eloquently says of the lake view from this summit: "Here is the place to study its borders, to admire the fleet of islands that ride at anchor upon its bosom, from the little shallop to the grand three-deckers, and to enjoy the exquisite lines by which its bays are enfolded, and in which its coves retreat, and with which its low capes cut the azure and hang over it in emerald fringe." The hill takes its name from a shrub covering its sides, the leaves changing to brilliant red in the fading autumn. The splendor of a sunrise view from this elevation, on a summer morning, is said to be beautiful beyond description.

The route from Centre Harbor to North Conway and the Glen House is by stage line, running along the base of Red Hill, through Moultonborough, the village of Sandwich, Sandwich Notch, Tamworth and Ossipee, to the station on Great Falls & Conway branch of Eastern Railroad. The distance from Centre Harbor to North Conway is about thirty-two miles, one-half by stage line. Excursions from this point to Ossipee and Chucorua Lake are frequently taken; it is also a favorable point from which to view the rugged spurs of Chucorua.

The stage route, though somewhat rugged, gives a grand panoramic view of the mountains at that distance, which lends enchantment to their bold outlines. There are occasional sharp and tiresome hills on the route. Ossipee Mountain will haunt you during the drive. *Passaconaway* and *Whiteface* are lofty peaks, 4,200 and 4,100 feet elevation, respectively.

The Sandwich range of mountains is to the west and north, terminating in the peaks of Chucorua, with its massive symmetrical and precipitous ledges, 3,400 feet in height, desolate and lone as if smitten by the curse of the dying chief whose name it bears.

Of North Conway, with its secluded charms set about

with circling majesty of distant mountains, we will give a full account in a succeeding chapter. The other most important and picturesque village on the shore of Winnepe-saukee is

WOLFEBOROUGH,

on the eastern shore of the lake, settled some five years before the Revolution, reached by boat from Centre Harbor and Weirs. Around the romantic village, located on ridges of land affording fine views, are many pleasant drives. Chief among the attractions is the ascent of Cripple Crown Mountain (2,100 feet elevation), about five miles distant from the hotels. The ascent is not difficult, the carriage road reaching within a mile of the summit. The view takes in nearly the whole extent of the Lake, the rugged spurs of Chucorua, the massive Ossipee, and overtopping dome of Mount Washington ; and, across the Lake, Mounts Belknap and Gunstock. Sometimes, in the far distance, the blue ocean can be seen, and the wide landscape is dotted with more than a score of ponds of various dimensions. There is also a favorite view to be had from the lesser elevation of "Tumble-Down-Dick."

Smith's Pond is a place of resort for sportsmen and others ; and moonlight excursions on Lake Winnepesaukee from this point are often made, to the lasting pleasure of all.

A poetic writer has described the waters as lying in the soft moonlight, "burnished into liquid acres of a faint and golden splendor." Wolfeborough has direct railroad communication with Boston and the east, and with Conway by the Wolfeborough branch of the Great Falls and Conway Line, while the daily boat trips to Weirs, on the Concord & Montreal line, and to Alton Bay, give unusual facilities for visitors to choose among rival routes. Tourists may reach Wolfeborough by this route as cheaply as

they can by any other. The round trip across to Wolfeborough, then to Centre Harbor and back to the Weirs, is very charming, and this and other pleasant excursions may be made from the Weirs, or points in connection on the line of the Boston, Concord, Montreal & White Mts. Railroad.



THE WOLFEBOROUGH PAVILION,

I. N. ANDREWS, proprietor, is a fine and commodious hotel, with all the requirements of a first-class inn, and a fine livery for the charming drives hereabout. The house is located in the immediate vicinity of the landing, with facilities for boating and all desirable rural pleasures.

THE GLENDEAN HOUSE,

J. L. PEAVY, proprietor, is attractive in its exterior and style, new, airy and pleasant, on the shore of the Lake. Livery stables connected, and boats may be had for lake

excursions. Billiard rooms, house lighted throughout with gas, electric bell arrangement, and lively and efficient management.

The sail by boat to the southern portion of the Lake leads you into the winding and hill-shadowed inlet of

ALTON BAY,

and brings you to the village of the same name at the foot of Merry-meeting Bay, at the lower end of the Lake. This is the point of railroad communication with Boston and the East, via the Dover & Winnepeaukee and Boston & Maine railroads. This place has become noted for the immense gatherings of Adventists and Spiritualists of New England in yearly camp-meetings, which are attended by thousands, and for whose accommodation extra trains and boat trips are run. Fine drives from this point to Mount Belknap, ten miles, to Sharpe's Hill, and fishing excursions to Lougee Pond, six miles. The outlook from the summit of Mount Major and Prospect Hill commands fine views.

CHAPTER IV.

NORTHWARD FROM THE LAKE.

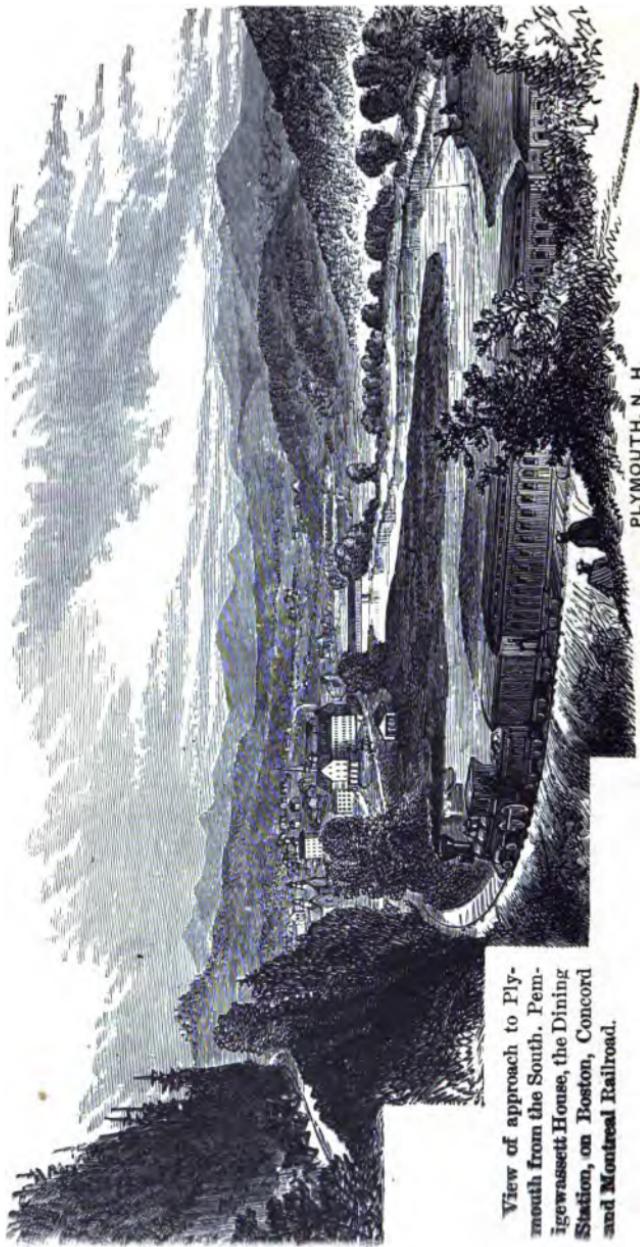
A modest guide-book can only advise, not compel. While with the chosen few, whose number annually increasing, we have delayed through the course of one chapter at the lake region, the bulk of the travelling public have sped by in their haste to reach the great mountain shrine, now that all rail communication is complete. From Weirs the line of the Boston, Concord & Montreal Railroad runs along the shore of the lake, refreshing the passengers with lovely glimpses of bright water surfaces, emerald islands, and the serrated horizon of the hills beyond. The first point reached north of Lake Winnipesaukee is Meredith; also Lake Village, a prosperous manufacturing point, a place of pleasant homes, a delightful summer resort.

The road now skirts the shores of Lake Wukawan, and brings you to the thriving town of Ashland, in the old town of Holderness, on the Pemigewasset River, a manufacturing point of some prominence, producing paper, leather, straw-board, woolen goods, gloves and hosiery.

SQUAM LAKE

Is three miles distant in the western part of the town. It affords the finest fishing of all mountain lakes. The Squam Lake House, J. M. Cotton, proprietor, is a good hotel with a livery; within a short distance are numerous trout brooks.

Bridgewater is a home suburb of Plymouth, which place we reach with a good appetite, but having time in our grandly winding approach to admire the beautiful



PLYMOUTH, N. H.

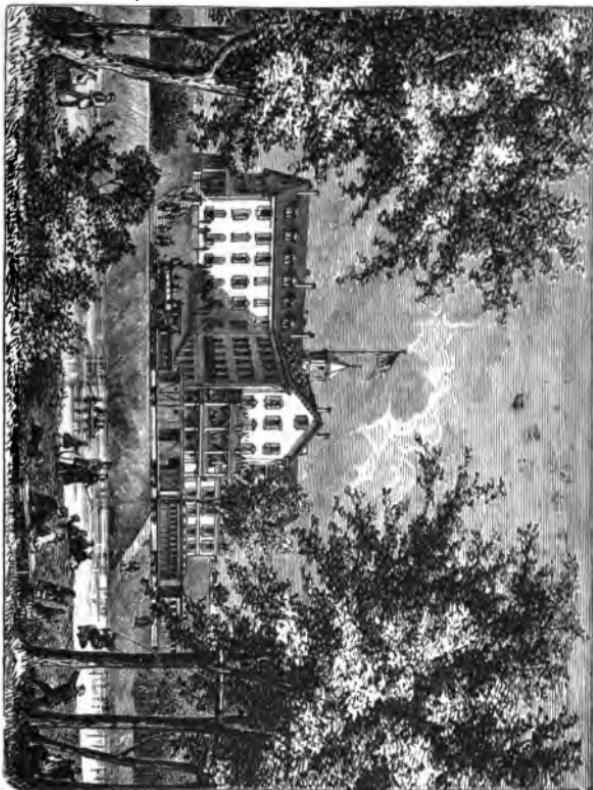
View of approach to Plymouth from the South. Pennigwassett House, the Dining Station, on Boston, Concord and Montreal Railroad.

valley of the Pemigewasset, (Indian name for *place of crooked pines*).

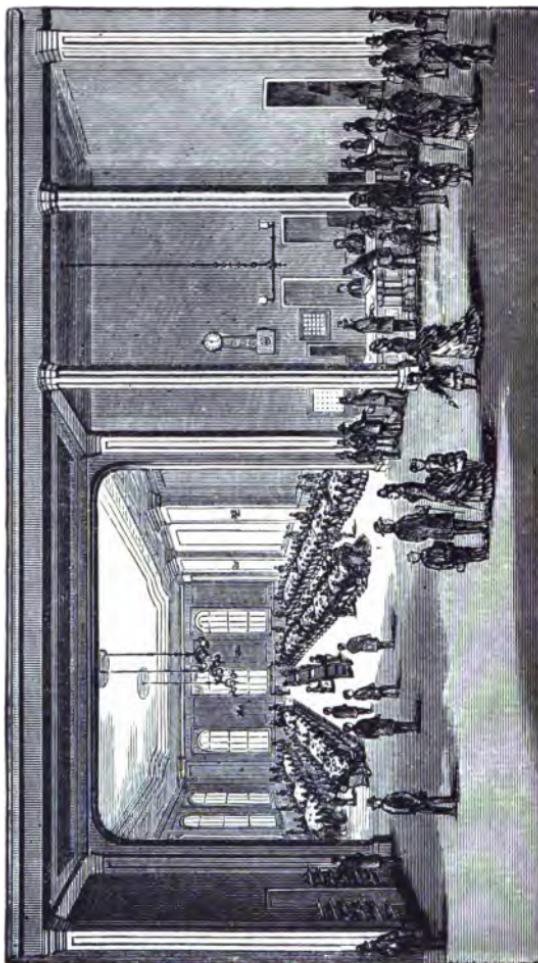
PLYMOUTH, N. H.,

Is 51 miles north of Concord, 124 miles from Boston. It is situated at the confluence of Baker's River, with the

THE PEMIGEWASSETT HOUSE, PLYMOUTH, N. H.



Pemigewasset River just at the opening of the Franconia and White Mountain ranges, the great sentinels of which are seen near at hand. Plymouth is a charming repre-



DINING ROOM, PEMIGEWASSET HOUSE PLYMOUTH.

sentative New England town, bright and busy all the year round, but especially attractive when the season of summer travel makes it the fair threshold of the hill region. This is the dining station for morning trains from Boston, in the great hall of the

PEMIGEWASSETT HOUSE,

One of the finest summer hotels in the United States. The train leaves you at the foot of the easy staircase leading to the corridor, office and apartments of this noble house. In the lower story are the rooms of the Railroad Passenger Station. C. M. Morse, the excellent and widely known manager of the Pemigewasset, knows how to care for his guests, whether the ravenous railway feeder or the more permanent dweller under his roof. A fine quadrille band is attached to the house. Comfort, space, airiness, a perfect cuisine prevail as the rule, and permanent provision here.

This favorite house was erected in 1863, and is one of the best, in design and management, in the State. The building has a frontage of two hundred and thirty feet, is four stories in height, with a wide projecting wing. There are one hundred and fifty sleeping rooms, large, airy, and well furnished, with bathing facilities. Suites of rooms can be had for families. The parlor is spacious, with elegant furnishings, and a fine frontage to the south. The building is crowned with an observatory, from which you have a wide outlook over the surrounding country. Good teams may be had at the first-class livery stable near at hand, with skillful drivers, familiar with surrounding scenery. The public rooms and passage-ways are lighted with gas.

Pleasant drives, in the vicinity of Plymouth, lead to points of interest within reasonable distance, viz., lead to

Smith's Bridge, six miles ; to Livermore Falls, two miles ; Plymouth Mountain, ten miles ; Loon Pond, five miles ; Squam Lake, six miles ; Centre Harbor, twelve miles.

Prospect Hill, or Mount Prospect, in Holderness, should be visited by all who tarry at this place. The distance is about four miles from the hotel—the ascent is not difficult, the carriage-way leading nearly to the summit—and the view from the summit (2,968 feet elevation) takes in the wide reaches of valley, lake, stream and mountain, with the villages, farms and intervals that sleep in the fair valley of the Pemigewasset and Baker's River ; while, far to the North, the great ranges of the White and Franconia Mountains thrust their ragged peaks and swelling masses upon the horizon ; the views of Mount Lafayette and Cannon Mountain are particularly grand from this summit, and Chucorua, Gunstock, Belknap Mountains, Monadnock and Kearsarge greet the vision as the eye sweeps the circuit from the east to the west, and to the northwest Moosilauke swells nobly into view ; Wukawan, Squam and Winnepeaukee Lakes lie in their quiet and silvery beauty in the unrivalled landscape, which includes some portion of nearly every county in the State.

To make this trip you will necessarily be absent from the hotel only about four hours. The road is safe and firm, affording a continual change of view as the ascent is made.

Livermore Falls, on the Pemigewasset River, about two miles northerly from the village, will not fail to prove an object of interest. The view is from the bridge some sixty feet above the fall ; there are indications of volcanic disturbances in the rock bed. For a limited view, if you have not time or inclination for a more extensive one, that from Walker's Hill, or South Mountain is pleasing to those unfamiliar with grander prospects. If a day or two is spent in Plymouth at this favorite hotel, it is quite

likely on your return, the coming year, your stay will be one of weeks. There is wholesome stimulus in the mountain air, and purity in the waters, activity and bustle at



LIVERMORE FALLS.

the hotel and railway station (three trains each day, to and from Boston). The proprietors make a specialty of giving best of accommodations to permanent boarders, and the number of such is each year increasing.

PEMIGEWASSET VALLEY STAGE ROUTE.

It is a genuine pleasure now and then to mount the rattling stage coach and roll off among the hills and along the valleys behind the six well fed horses who seem to feel a pride in the work of transportation.

The stage route from Plymouth to the PROFILE and FLUME HOUSES and the Franconia Hills—25 miles to the Flume House and 30 miles to the Profile House—through the Pemigewasset valley, is acknowledged to be one of the finest rides in the whole mountain district. The way

leads up this fair valley through the towns of Campton, Thornton, Woodstock and Lincoln. The Campton inter-vales, through which the river winds and turns as if reluctantly leaving the peaceful retreat, the graceful sweeps of the great elms, the rich beauty of the views, which open with every mile of progress, have made this mountain town the favorite resort of artists seeking the picturesque in landscape, and perfection in shade and outline.

On the way the road is somewhat rugged, but the fine views, the gradual swelling of great hills as you approach their base, and lessening of streams as you near their sources, entrance into the immediate presence of solemn and majestic mountains in the evening twilight, Franconia Notch, with its wonders and comforts provided at the end, will all linger in memory long after the journey has become a thing of the past.

Of the attractions and healthfulness of Campton and towns beyond, lying in this picturesque valley among great mountains and near to the wonders of Franconia, too much cannot be said in praise.

The number of temporary residents in these quiet valley homes, each season, is constantly increasing, and the time of their sojourn lengthens every year. The charms of this section are appreciated by artists and lovers of the picturesque who resort here every year.

From the near vicinity of Plymouth all along the valley, well up to the Flume, there are quiet and cozy summer homes for those who seek the peace of seclusion in the summer and autumn. Let no one imagine that he goes back a century in habit and life because he journeys to the hills; the pod-auger days have passed away and the visitor will find all needful comfort under the very shadow of the mountains.

Leaving Plymouth, the first boarding-house of note is that of J. C. BLAIR, accommodating about fifty people.

The buildings are commodious ; near at hand are groves, where the thoughtful can have perfect seclusion if they desire. Here also the Pemigewasset river, only a few rods from the threshold expands into a wide stream, so clear that every stone and pebble of the river bed is visible to the rowing party, who rest upon the still surface to gaze into the crystal depths. Saving the bright inno-



BLAIR'S SUMMER BOARDING HOUSE.

cence of children, we look into nothing on earth more pure than the crystal tides of a mountain-born river. Excellent boats can be had at any time, and for three miles up river there is as fine a boating way as can be found in the country. With all these advantages it is not strange that Mr. Blair finds plenty of patrons. Post office address, Plymouth, N. H. The distance from Plymouth is but four miles.

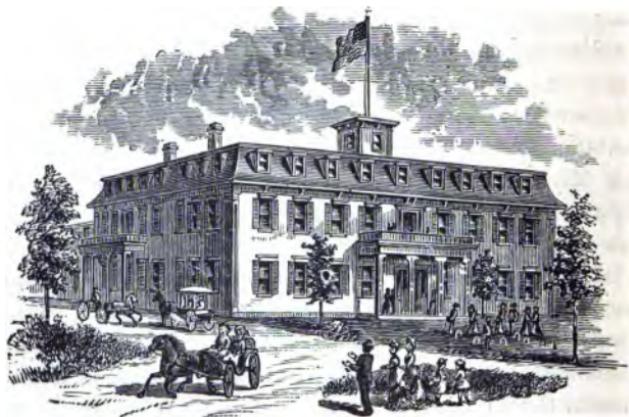
Also, three miles beyond, on the banks of the Pemigewasset, T. J. Sanborn & Sons have a fine family hotel, admirably situated at the river ford and boating ground, accommodating sixty-five guests. The location is happily chosen, the advantages for boating and driving are unsur-

passed, and boats or teams can be had at any time. The distance is three miles beyond Blair's, seven miles from Plymouth. Post office and express in the house; address, West Campton, N. H.



SANBORN'S HOTEL.

CAMPTON VILLAGE, eight miles from Plymouth, is noted for the extensive and picturesque views to be had from many localities. Here OSMOND C. Foss accommodates about seventy people at the



BLACK MOUNTAIN HOUSE,

located near Black Mountain. Guests are made comfortable and happy; reasonable charges, efficient and willing service, the most varied and pleasing scenery in New England, with privilege of driving, boating, or taking perfect and absolute rest, ought to satisfy any one who can be satisfied this side of paradise, or who stands the slightest chance of ever going there. Post office address, Campton Village, N. H.

Here also **FRANK CHASE**, known to all the country round, keeps the **HILLSIDE HOUSE**, a cosy house on the river bank. He can make forty-five guests, who have nothing heavy on their consciences, as happy as good dinners, good treatment and pleasant surroundings can make men. Boating, groves, drives, retirement and quiet, in short a pleasant summer home can be found. P. O. address, Campton Village, N. H.

FOUNTAIN HOUSE, Campton Village, **G. D. MITCHELL**, proprietor, is pleasantly situated on high land (about 2,000 feet elevation), overlooking fine mountain scenery, both the Franconia and Waterville ranges. It is but seventeen miles from Franconia Notch. The air is cool and bracing, drives are numerous and attractive, good trout fishing in streams near at hand. The post office is five minutes walk from the house. Express and mail daily, by stage. Terms \$6 and \$7 per week. Horses and carriages at reasonable rates.

At **THORNTON**, nine miles from Plymouth, **Wm. MERRILL**, Esq., has a fine boarding-house, accommodating about thirty people. He is a veteran at the business, and will make all who make their home with him comfortable and satisfied during their stay. Fine views, drives, genuine country life, good, wholesome, hearty and cheering, all elevate and help a man physically and mentally, and here is the place to enjoy all these. Post office address, Thornton, N. H.

AT WOODSTOCK, seventeen miles from Plymouth, there is a good house, and at Waterville, MERRILL GREELEY, Esq., will take good care of fifty guests, a veteran country hotel keeper, too well and too favorably known to need



GREELEY HOUSE.

wordy endorsement. No mistake will be made if you quarter with him at once and prolong your stay until winter closes the season.

At Woodstock, ISAAC FOX has a large and comfortable boarding-house, which is very pleasantly situated on the east side of the Pemigewasset River. No more inviting place for a quiet summer sojourn can be found anywhere in the vicinity of the mountains. There are accommodations for forty guests.

At North Woodstock is the boarding-house of G. F. RUSSELL, with accommodations for twenty-five guests. Charming river and mountain scenery, pure mountain air, good living, with opportunities for driving, trout-fishing, etc., make this spot very desirable.

The route leads up past the wonders so widely known,

the **FLUME HOUSE**, the **Flume** and the **Pool**, just off the route in the forest, and five miles beyond, at the end of the route, is the **Old Man of the Mountain**, and the frowning walls of **Mounts Cannon** and **Lafayette** are on either side as you approach the **PROFILE HOUSE**. Of all these you are told in another chapter.

Many will not take the stage route, but will continue by railway northward from Plymouth, following for twenty miles the valley of Baker's river, to the Connecticut. Passing Quincy's Station, Rumney, West Rumney and Wentworth, Rattlesnake Mountain, Carr's Mountain and other elevations of considerable boldness, are seen before reaching Wentworth. The whole region is rugged.

WARREN.

Warren, eighteen miles above Plymouth, is a place much resorted to for trout-fishing, and by tourists in search of the picturesque and beautiful. — There are several accessible mountains in the town, no less than five of which are over 3,000 feet high, and Moosilauke (in the neighboring town of Benton), has an altitude of 4,811 feet. This latter is the highest peak in New Hampshire, west of Mount Lafayette, and the summit is reached by a good carriage road.

From Moosilauke, one of the grandest and most extensive views in New England delights the visitor ; the eye falls directly upon the White and Franconia mountain ranges. Eastward the great central dome of Washington, flanked by the noble ranges of the mighty hills, the scarred sides of Lafayette, the walls of the Notch and Pemigewasset Mountains. Carrigan and Pequaket are prominent peaks, the Uncanoonucks, Monadnocks and Kearsarge bound the vision as you sweep around from south to west. The vast extent of view from this high crest includes

nearly all of eastern and southern New Hampshire, the mountains in the direction of North Conway and glimpses of distant Maine, while, far away to the northwest, the view extends into the Canadas. The first experience of



OWL'S HEAD AND MOOSILAUKE, WARREN, N. H.

wintering upon mountain summits in this latitude was upon this summit in 1869, by Prof. Huntington and others. The Moosilauke House is a well kept hotel with an extensive livery for the accommodation of visitors.

The town has fifty miles of trout streams, besides several ponds, the brooks being over 100 in number. On Hurricane Brook are several beautiful cascades. Baker's River rises in the ravine east of Moosilauke. Visitors interested in geology, will find much to engage their attention in and around Warren. Little's *History of Warren*, claims that the town contains gold, silver, iron, copper, lead, zinc, and other valuable minerals.

About five miles from the railroad is the new Breezy Point House, Burt Merrill, proprietor. This house occupies a high and airy site, and commands a most charming prospect. The neighboring forests and trout



BREEZY POINT HOUSE, WARREN, N. H.

streams furnish abundant sport, and Moosilauke is in close proximity, and may be easily ascended. A grander location, and yet one that is more secluded from the world, could not be found.

From Warren the course of the railroad is northward, passing "Owl's Head," lying off to the right, and the villages of Haverhill and North Haverhill upon the left. The elevated line of the road at this place overlooks the wide valley, and the great bend or "ox-bow" in the Connecticut, with the pleasant villages on either side of the river, including the fine towns of Bradford and Newbury on the Vermont side, with mountains in the back ground. The express train in the pleasure season does not cross to Wells River, but sweeps to the right by the "cut-off," leaving the thriving and populous village of Woodsville, a railroad town of recent but vigorous growth, to the left.

Near this station, is a large, new and commodious hotel,



THE MOUNT GARDNER HOUSE, WOODSVILLE.

kept by J. L. DAVIS, where all who patronize him can find rest, comfort and quiet. The house is entirely new, both building and furnishing, and so near the station as to be very convenient for all travellers, as well as permanent residents.

THE PARKER HOUSE,

opposite the station, recently built to accommodate the business and pleasure travel, is a good house, with reasonable prices; livery stable connected.

The mail train, following the express, stops at all stations, and all trains, excepting the fast through express, connects at Wells River, forming junction with the Passumpsic River Railroad for Lakes Willoughby and Memphremagog. The Wells River and Montpelier Railroad, now completed, takes passengers from this point to Montpelier, Mount Mansfield and Camel's Hump, Burlington, (where boat or cars may be taken for Saratoga, Lake Champlain, Lake George, or for St. Albans and Ogdensburg).

NORTHWARD TO LITTLETON.

Re-crossing the Connecticut by the same bridge, and back through Woodsville, the line of road from this point—the White Mountains division—passes along the valley of the Ammonoosuc river, which abounds in rapids and falls, and is the most variable and erratic of the New England streams, descending five thousand feet from its source to its union with the Connecticut.

LITTLETON.

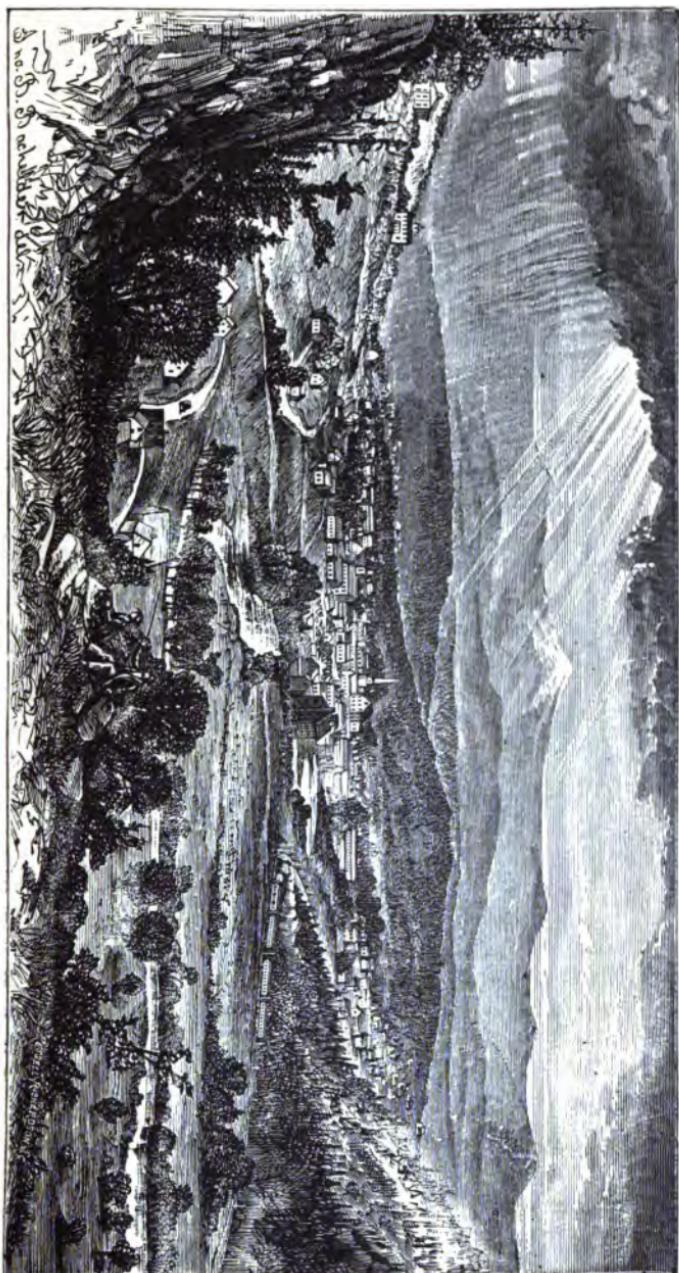
The morning express train from Boston arrives here at 3.30 p. m. It is one hundred and thirteen miles from Concord, and one hundred and eighty-seven from Boston, and is one of the most important of the White Mountain Railway stations. Rough and manufactured lumber, agricultural implements, starch and woolen goods are here made, with many other productions. There is a bank of discount and savings bank, good hotel and boarding accommodations, a live, enterprising people, quiet and

seclusion for those who choose it, with near railroad facilities. An easy day's ride will carry one to any of the points of interest in the mountains and return. Extensive views of the mountains can be had from the elevations in the immediate vicinity.



THAYER'S HOTEL

is a well managed and widely known house which has long been kept by the present proprietor, and is the leading hotel of this lovely village. The coach will be found waiting with others at the depot. The late trains from New York reach here in the evening and passengers lodge with Thayer for the night. If they stay with him and visit noted points from his house, by teams, they will be generously and pleasantly entertained. Mr. T. is a veteran in the business, is thoroughly posted in regard to the hills, and has the experience and capacity needed for successfully keeping a hotel, providing solid comforts at reasonable prices.



LITTLETON, N.H.

1. Oak Hill House.
2. High School.
3. Ammonoosuc River.

4. Mount Washington.
5. Boston, Concord, and
Montreal R.R.

The **OAK HILL House** is finely located on an elevation. It has become a favorite resort for summer residents, commanding as it does extensive views of the White Mountains. The grounds (five acres) are fitted up with a view to furnishing all the out-door exercise and amusement desired by patrons. The house is supplied with purest of running water from a never failing spring, and is a first-class mountain home. George Farr & Co., proprietors.

At the **UNION House** good accommodations may be had at all times.

KILBURN BROTHERS, photographic artists, have here the finest collection of stereoscopic views of mountain scenery and picturesque localities to be found in New England. They are not excelled as artists, nor equalled in their specialty of view-taking in the open air, being themselves enthusiastic mountaineers. Few visitors leave the mountains without a collection of their fine views of notable localities and scenes, as souvenirs of the journey.

A day's drive takes one to any of the points of interest in the mountains, and return. Extensive views of the mountains can be had from the elevation in the immediate vicinity.

FROM LITTLETON TO FRANCONIA.

A delightful ride of six miles is by a good road, over hills and through valleys, to the long winding street of the picturesque village of Franconia. The views of Mts. Lafayette and Cannon from Franconia village are very fine. The approach to the Notch by this route, in the sombre stillness of the fading day, when the shadows ascend slowly to the mountain tops, gilding their summits with golden splendor, and the bare and grim outlines of the range are brought out in bold relief, is a scene to be remembered.

FRANCONIA.

This long, winding, highland street on the ride from Littleton to the Profile House, and the Notch, is a pleasant mountain village. Many who spend several weeks at the mountains in Summer, choose to make permanent stay at some of the snug public houses of the village, and take daily drives to points of interest within easy distance. Nearly all the well known localities about either range can be visited and return same day. The Franconia House is an excellent and roomy hotel, neatly kept and efficiently



FRANCONIA HOUSE.

managed by H. W. Priest, who will do all a man can do to entertain his patrons. The view from this house is a bold sweep of the grand landscape, with Mt. Lafayette as the prominent feature.

The Lafayette House, at Franconia village, is kept by Richardson Brothers. Richardson was for many years a

stage driver on the route over the Hoosac Mountains, from North Adams to Hoosac. Those who make it their home for a time with these brothers will carry away a pleasant remembrance of good dinners and scrupulous neatness, with prompt service. This snug house comfortably accommodates fifty people, and the proprietors have the *will* and know the *way* to make all pleasant and satisfactory.

E. H. Goodnow's new boarding house on Sugar Hill accommodates one hundred guests. The site overlooks the mountain ranges for a wide area, and the surroundings are romantic. The accommodations can but satisfy all, and nowhere among the hills is the scenery more magnifi-



GOODNOW HOUSE.

cent or the views wider or more bold and charming. Good teams, and everything desirable. Both the proprietor and his wife give personal attention to the management of the house, and the location is unsurpassed.

Sometime before reaching the Profile House you pass the farm belonging the hotel, with the tasty and lavish display of flowers about the door and lawn, and wholesome fresh supplies, telling of substantial provision for numerous guests. The diverging road to Bald Mountain is also passed. Echo Lake lies just to the left of the roadway ; Eagle Cliff towers into view just beyond, and as you near the hotel, you look to the right far up on the rocky summit of Mt. Cannon, where the granite mass which gives name to this summit, stands an almost perfect imitation of a mounted gun of heavy calibre, when viewed from this spot.

THE VALLEY HOUSE,

Horace Knight, proprietor, is pleasantly situated, and has accommodations for twenty-five or thirty guests. The whole region is very healthy, and the sojourner at the Valley House is assured a delightful Summer home. Carriages may be had for drives.

Mr. Charles Edson's boarding house is in the village, near the post office. It is near the river, and the surroundings are pleasant. Mr. E. gives personal attention to his guests. His house is open the year round, accommodating thirty guests. Carriages may be had for drives.

The RIVERSIDE HOUSE is a quarter of a mile beyond the village—a new house—erected by J. H. YOUNG. It is an excellent place for either a long or short visit.

THE PROFILE HOUSE,

the favorite hotel of the Franconia region, is now reached. From its location, surroundings and management, it is one of the most popular resorts in the whole mountain region. Echo Lake, Eagle Cliff, the Great Stone Face and Profile Lake, are all in the immediate vicinity, and with the general wildness of the pass itself, make up a

scene unequalled in many of its features, elsewhere in the world. The smaller, but well kept Flume House, five miles below, has the same management and is in near vicinity of the Flume, the Pool, Georgiana Falls and other wonders. The Basin is passed on the journey through the pass, being by the roadside. Of these natural wonders and the ascent of summits from these points, see full description in chapter on "Franconia Notch."

THE FLUME HOUSE,

five miles down the Notch, is kept by the same parties, and is in the immediate vicinity of the FLUME and the POOL.

BETHLEHEM,

the principal mountain town on the Mount Washington Branch railway, enjoys the distinction of being the most elevated town in the United States, east of the Rocky Mountains. It has a bright, and in the season of travel a very lively street some two miles long, lined with hotels, boarding-houses and places of business, the white and well-cared for structures drawn like a coronet along the brow of a broad, smooth elevation some three hundred feet above the valley of the Ammonoosuc, up which runs the railroad. Bethlehem is one of the most sightly of places, with no rival in New England in this respect, commanding from easily accessible points frequented by daily visitors, a magnificent sweep of landscape opening all three of the valleys, the Ammonoosuc, the famed Jefferson Valley, and the splendid region overlooked by the Franconia range. The whole horizon about Bethlehem is serrated with the mountains of New Hampshire and Vermont. The Presidential Range shows grandly from this town and from such points as Cruff's Ledge, the Maplewood piazzas and the more elevated outlook of

buildings on the street, the view runs from base to top of Mt. Washington, visitors watching daily with glass, and in clear weather with the unaided eye, the ascent and descent of the Mountain railway trains. The sunset views and cloud effects of Bethlehem are incomparably fine. Here was Agassiz' favorite mountain home. A fine peak of the Bethlehem range of hills is named in his honor, Mt. Agassiz. The view from its summit is exquisite. It is reached by an easy drive, and numerous parties visit it daily in a mountain wagon especially for such service. The livery service of Bethlehem is one of the best and most complete in northern New England, and is represented by several responsible parties who have an excellent equipment of teams of all descriptions, with experienced drivers ready to open to all comers the marvels of the hills.

Bethlehem is a great sanitarium, the resort of multitudes who find in its bracing and pure air relief from lassitude and weariness, and especially that dread affection, hay fever, and catarrhal maladies. On a bright summer's day, the season at the height, Bethlehem is a Saratoga among the hills, with pleasure parties arriving and departing at all points of the compass. As stated more in detail below, Bethlehem is now the point of departure for the travel to the Profile House, and the Franconia Valley, by the newly opened Narrow Gauge Railroad line that connects with all trains on the Boston, Concord & Montreal R. R. from Bethlehem Station.

Among the many drives from Bethlehem, are those to Franconia and the wonders thereabout, including Echo Lake, the Great Stone Face, the Pool, the Basin and the Flume; or, in the other direction, the White Mountain Notch, and all the bold and startling scenery in that vicinity. To the summit of Mount Agassiz, two miles; Craft's Ledge, one mile; Kimball Hill, Howland's Obser-

vatory (one of the finest outlooks in the hills), six miles; Montgomery Pond, six miles; Jefferson Hill and the Waumbek House, eighteen miles; Profile House, eleven miles; the Flume, sixteen miles; Mt. Washington Railroad Station, nineteen miles.

The following are the distances from Bethlehem to important points: Bethlehem Railroad Station — from Maplewood one and a half miles, and from village three miles; Wing Road Station, two and a half miles; Twin Mountain House, six miles; Fabyan House, ten and a half miles; Crawford House, fifteen miles; Base of Mt. Washington, seventeen miles; Summit of Mount Washington, twenty miles; White Mountain Notch, fifteen miles; Profile House, nine miles; Flume, fifteen miles; Echo Lake, nine miles; Littleton, five miles; Franconia, four miles; Jefferson, sixteen miles; Lancaster, sixteen miles; Whitefield, seven miles; Glen House, thirty-six miles; North Conway, forty-two miles.

THE SINCLAIR HOUSE, BETHLEHEM,

greatly enlarged last season, is three miles from Bethlehem Station, DURGIN & FOX, proprietors, is a first-class, large and commodious house, with liberal accommodations for three hundred and fifty guests. The site commands the boldest scenery of the hills, and the walks and playgrounds, the rooms of ample size, and the conveniences, substantial and complete, with all the modern improvements, make it one of the best of the first-class mountain hotels.

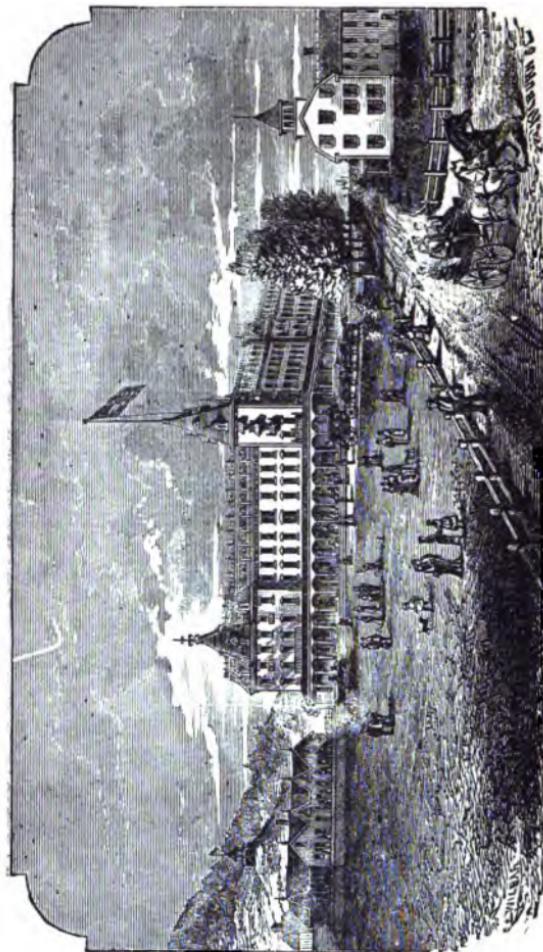
It has become a favorite resort for lovers of the picturesque, and for travellers and tourists who appreciate the excellent management of the house. Telegraph office connected. There is an excellent livery stable, and

parties can visit most of the attractions in the hills and return the same day.



There is constant telegraphic communication with the leading hotels and New England cities, and sure railway

connections by fast express trains during the season of travel.



MAPLEWOOD HOTEL, BETHLEHEM, N. H.

THE MAPLEWOOD HOTEL

is beautifully located at the head of Bethlehem street, towards the railroad station. No hotel in the United

States has finer grounds, more tastefully arranged, or more naturally attractive. Isaac S. CRUFT, Esq., of Boston, a liberal and prominent merchant, is the owner and builder of this excellent house. He is an enthusiast in the commendable work of rearing fine breeds of foreign cattle, and having gained control of surrounding lands, for a wide extent, his guests can range over a wide landscape without trespass.

Maplewood Farm is 500 acres in extent. The Maplewood premises consists of nearly twenty structures. The Maplewood Hotel, enlarged last season, is one of the largest mountain hotels, a beautiful and graceful structure, containing within every requisite for comfort. The furnishing is elegant and ample. The guests have several hundred feet of wide verandahs for a promenade, in full view of the great Presidential Range. Maplewood House, opposite the hotel has just been enlarged, nearly doubling its capacity as a quiet and delightful house. Mr. O. D. Seavey, late of the princely Brunswick Hotel, in Boston, is in charge of the Maplewood Hotel this season, a most competent and capital selection of a host. Telegraph office in the Maplewood. Large livery. No more favorite mountain home than the Maplewood.

THE BOARDING-HOUSES.

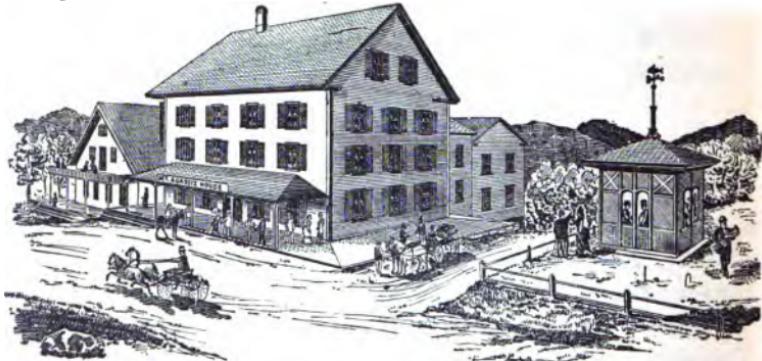
Bethlehem abounds in boarding houses, and they have a very high reputation among summer visitors of the best class. For a complete list we must refer our readers to page twelve. We can refer only to a few of the principal houses. The Mount Agassiz House, Horatio Nye, proprietor, is delightfully situated, and is a pleasant summer home for tourist, sportsman or invalid. It has accommodations for sixty-five guests, and its prices are reasonable.



STRAWBERRY HILL HOUSE, BETHLEHEM, N. H.

Horses and carriages are furnished, with experienced drivers, for drives about the mountains, and guests are met at the depot.

The Strawberry Hill House, J. K. Barrett, proprietor, accommodates seventy-five guests. It is pleasantly



MOUNT AGASSIZ HOUSE, BETHLEHEM, N. H.

situated, and is a new house which has speedily gained an enviable reputation. It possesses every possible

advantage for the summer sojourner, and for carriage communication with every point.

The Centennial House, H. W. Wilder, proprietor, is also finely situated on the main street, in the west part of the village, convenient to the post office, Sinclair House, etc., with a plank walk the whole distance. The house is new, presents a very neat, attractive appearance, and is deservedly popular. Accommodations for forty guests. Horses and carriages may be had.



CENTENNIAL HOUSE, BETHLEHEM, N. H.

The Alpine House, C. H. Clark, proprietor, is situated upon the main street, opposite the Centennial House, and presents many advantages for summer guests. The house is new, and is most favorably known. Accommodations for forty guests. Horses and carriages may be had.

The Hillside Home, D. F. Davis, proprietor, is pleasantly situated a short distance from the main street, and near the Sinclair House. This is likewise a new house, and has a most excellent reputation. Accommodations for forty guests. Horses and carriages may be had.

BETHLEHEM TO FRANCONIA NOTCH.

By the completion of the Bethlehem & Franconia Notch railroad, a most direct and easy route is opened to this famed region, the Profile House, the Flume, Old Man of the Mountain, Pool, Echo Lake and other points of interest. The road leaves Bethlehem Station and passes along the base of the hills into the wonderful Franconia region, the observation cars giving passengers the continual opportunity of many exquisite views. After a run of ten miles in the matchless Franconia Valley,

THE PROFILE HOUSE,

the favorite hotel of the Franconia region, is reached. From its location, surroundings and management, it is one of the most popular resorts in the whole mountain region. Echo Lake, Eagle Cliff, the Great Stone Face and Profile Lake, are all in the immediate vicinity, and with the general wildness of the pass itself, make up a scene unequalled in many of its features, elsewhere in the world. The smaller, but well kept Flume House, five miles below, has the same management and is in near vicinity of the Flume, the Pool, Georgiana Falls and other wonders. The Basin is passed on the journey through the pass, being by the roadside. Of these natural wonders and the ascent of summits from these points, see full description in chapter on "Franconia Notch."

THE FLUME HOUSE,

five miles down the Notch, is kept by the same parties, and is in the immediate vicinity of the FLUME and the POOL.

Again returning to the railway line of the B., C. & M. we come to

WHITEFIELD.

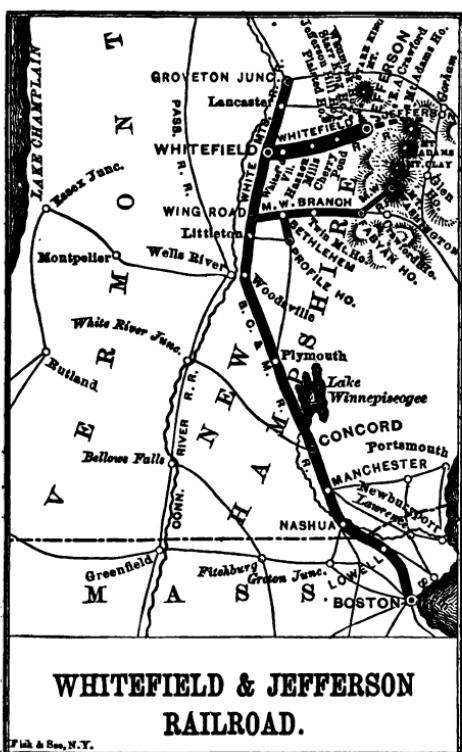
This live country village, best known as an important lumber depot, is on the *through* Boston, Concord & Montreal line. Brown's lumber company, managed by those genuine Yankee lumbermen, the Brown brothers and their associates, have here extensive mills and facilities for the manufacture of lumber on a large scale, in every grade and quality. They built a forest railway of several miles in length, with ample rolling stock, extending to their great lumber tracts around Pondicherry. These mills are well worth a visit, being among the most complete in the State. Dr. Aaron Ordway, of Lawrence, is the President of the company. There is no more enthusiastic lover of the mountains than the Doctor. Every summer he leads a party of ladies and gentlemen from the cities to the summits, to the delight of every member of his band.

The forest railway has just been expanded into

THE WHITEFIELD & JEFFERSON RAILWAY,

a branch of the Boston, Concord & Montreal line, which opens for the first time, to railway travel, the famed Jefferson Valley.

Passengers are now carried by rail, direct, to within two and a half miles of Jefferson Hill, where most of the hotels and boarding houses are situated. The distance to East Jefferson, from the station, is the same. From June 1st, passenger trains will connect with all trains on the Boston, Concord & White Mountains Railroad. The president of the new road is Dr. Aaron Ordway, and the superintendent, A. L. Brown.



We shall refer to the Jefferson Valley in its appropriate connection. Returning to Whitefield.

KIMBALL HILL,

a mile and a half from the village, is a favorite point for extensive views, and here the curious have found what appear to be moccasin tracks in the solid granite. There is an observatory on this hill, affording a fine view of both ranges of mountains. **BRAY'S HILL**, near the Jefferson line, is also a favorite outlook. This town is becoming a

place of resort for summer boarders. The distance to the Fabyan House is seventeen miles; to the Waumbek House, eight miles; to the White Mountains Notch and Franconia Notch, seventeen miles respectively. The views from some of the hills are not surpassed at any point about the mountains.

The Mossy Brook House, Ira M. Aldrich, proprietor, is pleasantly situated near the village and but a short distance from the station on the new railway. It will accommodate sixty guests, and besides being a most agreeable abiding place, is a convenient point from which to make excursions to the White Mt. Notch, Mt. Washington, Dixville Notch, etc.

There are two fine church buildings, newly erected, of considerable architectural beauty and neatness of interior finish and furnishing.



THE CHERRY MOUNTAIN HOUSE,

a commodious boarding house, kept by J. S. FISKE, is a quiet and well kept place, in which to spend the summer months.



W. F. DODGE'S MOUNTAIN VIEW HOUSE

is in a location thought by some to give a distant view of the mountains second to none in bold variety and beauty, while the entertainment is generous and the central location admits of daily excursions to Franconia, White Mountain Notch, Jefferson, and the many points of interest within a circuit of five to twenty miles.

MR. ALDRICH has also a boarding-house near the village, with good rooms and accommodations—a good point from which to make day excursions to the Notch and other localities.

DALTON

is the next station, where many leave for the Sumner House, finely located on the banks of the Connecticut, one mile distant, a place of considerable resort. The drives hereabouts are very fine.

Lunenburg, Vt., is one mile from South Lancaster station. Regular conveyance to the commodious hotel and excellent boarding houses in this mountain village, overlooking the Connecticut valley, from the high and healthy plateau.



1. Lunenburg Heights.
2. Connecticut River.
3. Boston, Concord, & Montreal R.R.

LANCASTER, N.H.

4. Lancaster House.
5. Mount Lyon.
6. Stratford Peaks.

LANCASTER.

This large, beautiful and charmingly located village is distant from Concord one hundred and thirty-five miles, from Boston two hundred and eight miles, and is the most important town of Coos county, located among the finest scenes outlying the mountains. It is the destination of many summer tourists. The intervals of the Connecticut, at this point, are not surpassed by any upon its whole course, while rare views are had of the distant Franconia Mountains, the great White Mountain range, the Percy peaks and Pilot range, and the Lunenburg Hills in Vermont. Here the tourist can have unequalled facility for sporting and the enjoyment of vigor. It is also a place of resort for invalids, especially for those troubled with asthmatic and lung difficulties, and hay fever; relief is said to come with certainty, in the genial air of the village.

The winter views from this point are spoken of with admiration by those whose artistic tastes are admitted to be above contradiction, though the chilling fog-clouds from the mountains sometimes bring an arctic severity with their descent in winter.

Lancaster was chartered in 1763. "All pine trees within said township, fit for masting our royal navy, to be carefully preserved for that use, and none to be cut or felled without special license." The grant was to David Page and others, covering 28,000 acres. The original settlers were from Petersham and Rutland, Mass., a hardy and self-reliant race. There were no highways for several years after settlement, and the nearest mills were at Charlestown and Plymouth.

Harassed by Indians, dispirited by failures, and cheered by no bright future, the settlement was at one time to be abandoned; but one dauntless spirit saved the colony

and permanently founded this town, set in this loveliest of valleys. The tourist will travel far to find a lovelier village, surrounded with more of the varied and romantic in natural scenery.

This is the shire town of the highland county of Coos, and here centers much of the professional, mechanical and agricultural business of Northern New Hampshire. Church-going people of every denomination can here select their favorite form of worship.

Trains connect with the Grand Trunk Railway, daily, for the Canadas and the eastern approaches to the mountains at Gorham and the Glen, and by the Montreal road for the White and Franconia Mountains, the Mount Washington Railway, Lake Winnepesaukee, Boston, the lower cities and New York.

JEFFERSON.

As before stated, the famous Jefferson Valley is reached by rail from Whitefield, a charming railway ride of ten miles to one of the most delightful resorts in the White Mountain region, and is visited every summer by throngs of people from every section of the country. The principal village is on Jefferson Hill, a high spur of Mt. Starr King, and the outlook therefrom, upon the Presidential Range and the other mountain groups, is superlatively grand and beautiful. Starr King thus referred to the view from this spot: "Jefferson Hill may, without exaggeration, be called the *ultima thule* of grandeur in an artist's pilgrimage among the New Hampshire mountains, for at no other point can he see the White Hills themselves in such array and force."

The Waumbek House, Jefferson Hills, is located on the slope of Starr King Mountain, about two miles from the base. Here, the mountains, marshalled in a vast arc of

circling summits, present a wide sweep of landscape of a magnitude rarely met even in this land of bold and startling prospects.

The Waumbek, J. R. Crocker, proprietor, is one of the



WAUMBEK HOUSE, JEFFERSON HILLS.

most widely known of the mountain hotels. It commands a beautiful and extended prospect, and has every first-class appointment — large, well-lighted and cheerful rooms, bath-rooms, hair-dressing rooms, billiard hall, bowling alley, telegraph office, post office, news stand, etc. A large livery stable is connected with the house, and horses and carriages, with experienced drivers, may be had for drives about the mountains. The house has been enlarged since last year, and has also recently been refitted and refurnished. It has accommodations for between 200 and 300 guests. Its landlord, Mr. Crocker, is well and favorably known to the public, having been the former proprietor of the Phenix Hotel, Concord, N. H.

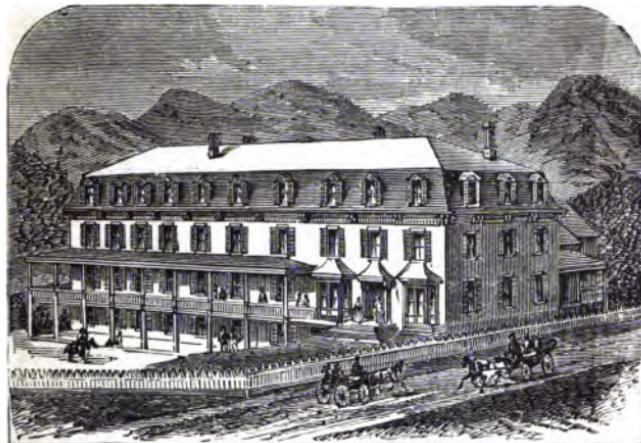
The Plaisted House, B. H. Plaisted, proprietor, is another popular hotel. It is finely situated, and is surrounded with piazzas from which broad and beautiful views are obtained. Here are excellent accommodations for one hundred guests, and horses and carriages with



PLAISTED HOUSE, JEFFERSON, N. H.

experienced drivers may be had for drives and mountain excursions.

The STARR KING MOUNTAIN HOUSE, C. K. Gile, pro-



STARR KING MOUNTAIN HOUSE, JEFFERSON, N. H.

prietor, is another favorite point with lovers of mountain

scenery and the seekers after health. It has accommodations for seventy-five guests, and the piazzas afford a series of magnificent views. Horses and carriages, with experienced drivers, may be had.

The **MAPLE HOUSE**, Mrs. M. H. Bowles, proprietor, is a new establishment with accommodations for fifty guests. It has been newly furnished, and Mrs. Bowles personally looks after the welfare of those who make her pleasant home their summer abiding place. The views are fine. Furnaces have been put in the house so that those who desire to remain during the autumn months, will be made comfortable. Carriages with good drivers may be had.



MAPLE HOUSE, JEFFERSON, N. H.

The **WAUMBEK COTTAGE**, J. H. Plaisted, proprietor, is another house which has become very popular with summer sojourners. It is a pleasant and healthy location, and has accommodations for fifty guests.

The **SUNNYSIDE HOUSE**, Thomas J. Bedell, proprietor, is delightfully and healthfully situated, and is admirably kept. It has accommodations for twenty-five guests.

The STARBIRD HOUSE, Levi Starbird, proprietor, like the other establishments named, is a popular boarding-house. It has accommodations for twenty guests, and possesses all the advantages of good location, etc.

Upon the road leading eastward from the village, and fronting some of the noblest mountain scenery, are several excellent boarding-houses. The Cold Spring House, W. A. Crawford, proprietor, is a farm house with capacity for eighteen guests. It is one mile from the village. Good air and water, adjacent trout-brooks, bath-rooms with hot and cold water, and low prices are among its recommendations.

The Highland House, G. A. & J. L. Pottle, proprietors, is three miles from the village, and accommodates thirty-five guests. It has been recently enlarged and improved, and possesses many comforts and advantages for a summer sojourn. Carriages will meet guests at the station.

The E. A. Crawford House, E. A. Crawford, proprietor, is situated four miles from the village. The name of Ethan Allen Crawford is respected in the mountains, and the landlord is a worthy descendant of the famous mountain pioneer. The house accommodates thirty guests, and the situation could not be surpassed. Guests are met with carriages at the station.

The Mount Adams House, W. Crawford, proprietor, is a favorite resort of visitors who appreciate nature in its grandest and most picturesque aspects. Magnificently located and well conducted, the house deserves its popularity. Trout brooks abound in this section, and there are many opportunities for mountain excursions. There are accommodations for fifty guests. Guests will be met with carriages at the station.

Geo. W. Crawford, also keeps a very neat and comfortable boarding house. Being connected with a large

farm, its tables are well supplied with fresh supplies of every kind. Accommodations for twenty guests.

The P. O. address for the Highland House, E. A. Crawford and Mt. Adams Houses, and Geo. W. Crawford's, is East Jefferson, N. H.—R. R. Station, Jefferson.

GRAND TRUNK RAILWAY.

The great improvements in progress on this line by change of guage, renewal of rolling stock, and the substitution of steel rails, will greatly add to the comfort of patrons, and accommodate the increasing travel to Canadian cities and places of attraction. Many tourists leave the cars of this line at North Stratford; here you may find good quarters at the WILLARD HOUSE, or at the BRUNSWICK SPRINGS HOUSE, and take stage from thence to Colebrook, where, at the PARSONS HOUSE, E. F. Bailey, proprietor, conveyance and all needful help will be furnished for those visiting the northern mountain pass. The stages connect with every express train on the Grand Trunk Railway. See further notice of northern fishing grounds in separate chapter.

DIXVILLE NOTCH.

It is the most northern of the great natural wonders that crowd the White Mountain region. A dreary forbidding and desolute pass, between vast decaying ledges and pillars of rock, threading the narrow roadway, which is maintained with some difficulty at the expense of the State. It is fast becoming a place of resort from Colebrook.

In another chapter the reader will find it fully described with the head waters of the Connecticut and the Androscoggin.

CHAPTER V.

THE FRANCONIA RANGE.



THE PROFILE.

The Franconia group though of less altitude than the White Hills, are deemed by many equally interesting with the latter, and perhaps exceed them in the number of points of separate interest. The whole Franconia region is full of beauty and of marvels, and no visit to the mountains is deemed complete which does not make the Profile House the centre of its neighboring circle of attractions. Lafayette is the crowning peak, being 5,585 feet above the sea level. The ascent is made by bridle path from the Profile House. Now that the Profile House is easily reached by rail from Bethlehem, many visitors will find

advantage in this lessening of fatigue and time, giving the better opportunity and resources for the outlay the neighborhood attractions will require.

FRANCONIA NOTCH is a pass with close and precipitous walls of about five miles in extent, between Mount Lafayette and Mount Cannon. The valley is about half a mile in width, and is a huge receptacle of the curious, the wild and the beautiful in mountain scenery. The bare walls of Cannon Mountain, on the right, as you ride through from the Profile House, are grand in their impressive barrenness and lofty height.

THE OLD MAN OF THE MOUNTAIN

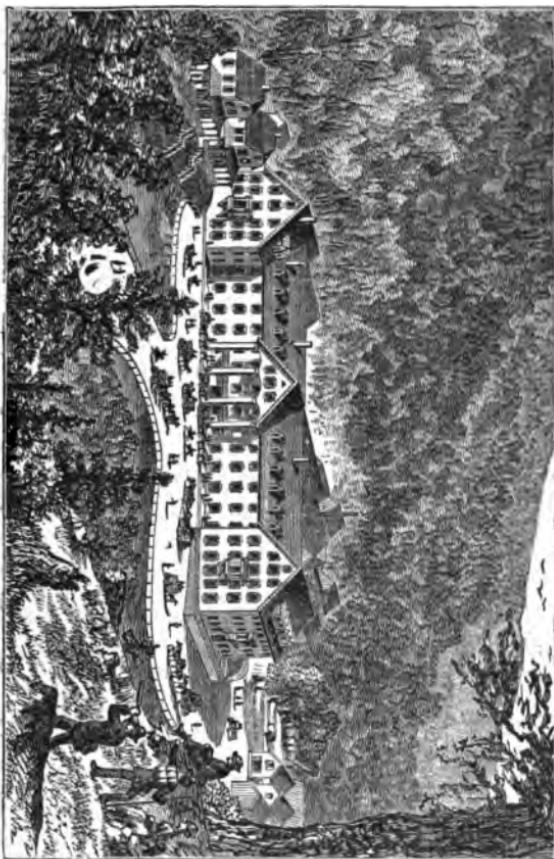
is the crowning feature of the pass, the grim old "King of the Hills," ever looking out in unchanging majesty on his wild realm. This wonderful copy of the human features, colossal in proportions, yet faithful and clear in its lines, is the great natural attraction sought by strangers. The length of the face has been ascertained to be not less than eighty feet. It looks from the southern face of Cannon or Profile Mountain.

Echo Lake, the Basin, the Pool, the Flume with its suspended boulder and cascades, and the ascent of Mount Lafayette, and the sun-set view from Bald Mountain, are features of the Franconia range fully described in succeeding pages, and seen by excursions from the Profile and Flume Houses. The facility with which this pass may be reached from Littleton or from Plymouth, by stage route up the valley, and the varied beauty and attractiveness of the range, brings a yearly increasing tide of pilgrims to enjoy the wealth of beauty here to be found.

The Profile House stands at the northern entrance to the Notch and in the near vicinity of Eagle Cliff, Echo Lake and the Profile Lake, and the Profile itself, and is the great resort of travellers and tourists, while the smaller

but excellently kept and located Flume House, at the southern entrance of the Notch and near the Flume, the Pool and other attractions, is a quiet, admirably kept house in a most romantic locality.

Profile House.



The Profile House has accommodations for five hundred guests, on the most liberal and extensive scale. The ample grounds, commanding wide and beautiful views,

are crowded during the pleasure season with a happy company gathered from all parts of the land, who find here that cleanliness and attention, with that ample and substantial profusion of viands, which mountain air and exercise make, for the satisfaction of natural hunger.

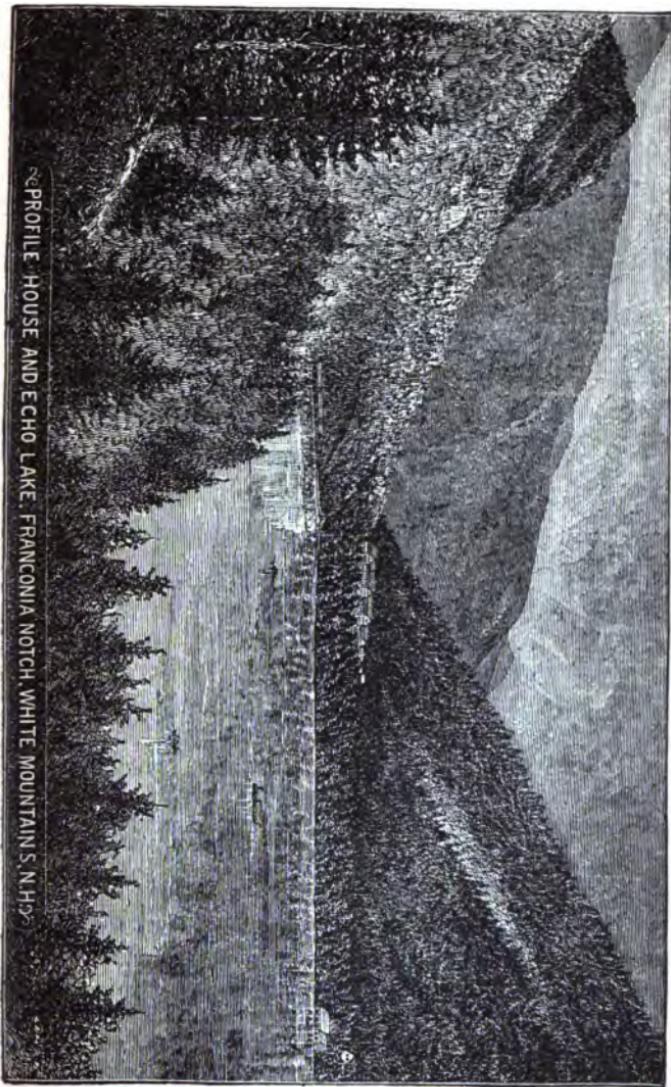


The parlor and dining hall are spacious and elegant (about 100 by 50 feet area), and are lighted with gas. The telegraph runs to this point, and the business men may receive their mails with regularity, and send commands along the wires, while they gather strength in the mountain air, and marvel among the mysteries of the hills. Many improvements are yearly made. The furnishing is elegant and complete, and the location superior.

Stages leave twice each day for Plymouth, via the romantic Pemigewasset valley; while by the newly opened Narrow Gauge Railroad line the summit of Mount Washington, Bethlehem, and the Jefferson valley may be reached easily and without fatigue by the guest at the Profile House.

AROUND THE PROFILE HOUSE,

in near vicinity, the attractions accessible to guests by short walks, or carriage or saddle trips, easily made, are



THE PROFILE HOUSE AND ECHO LAKE, FRANCONIA NOTCH, WHITE MOUNTAINS, N.H.

more numerous and of more wide and deserving notoriety than are to be found elsewhere in a long search after the picturesque. Fronting the hotel is the precipitous crag, towering 1,500 feet above the road, known as

EAGLE CLIFF,

once the chosen home of mountain eagles, hence the name. The Cliff is seen to best advantage from Profile Lake, especially through the fogs and mists that hang about it at times, or when gilded by the lights of morning or fading tints of evening. A short ascent up the side of Cannon Mountain gives a point of view from which all the boldness of the Cliff will be seen standing out in impressive majesty.

Beneath "Eagle Cliff," northward from the hotel on the Franconia road, locked within a circle of hills and embosomed in green forest, is the widely famed little sheet of water known as

ECHO LAKE.

Floating upon its surface, you may wake resounding and multiplying echoes from the circling mountains. Your halloo comes back from many hills, as though a mocking circle of sentiment caught up the sound in succession. The blast of a bugle or horn comes back in softened repetition of musical echoes and re-echoes, dying out among distant summits. Horns, bugles, a cannon and other instruments for waking echoes, are here to be had for the use of visitors. A small steamer has been put on Echo Lake this season.

CANNON MOUNTAIN

is so called from a rock or combination of rocks near the summit, resembling a huge cannon, seeming to command

the passage of the Notch from its high position. It is also called Profile Mountain from the renowned "Profile" on its southern wall. The summit is about 2,000 feet above the road, and 3,850 feet above sea level, and its steep sides, covered with a thick growth of deciduous trees, stand facing the slopes of Mount Lafayette, and form the western side of the Notch.

The ascent of this mountain, by footpath, is one of the pleasures of a visit to Franconia, though possibly, there may be more pleasure in the outlook than in the climbing.

The top is a surface of bald rock, not reached without vigorous exertion. This height gained, you look upon that towering cluster of peaks, the White Mountains proper, down the broad valley of the Pemigewasset, and upon all the varied contrasts of mountain and meadow, lake and village, river and stream, that combine in the wide landscape seen from this high summit.

The ascent of "Bald Mountain" is another less tiresome trip, made by carriages if you wish, nearly to the summit, and easily made by pedestrians. The view is wide in extent, looking down into the Notch and its wonders, and northward upon the distant line of hills. Lafayette swells high above you to the eastward, while the sweeping shadows or trailing vapors roll along the rugged slopes and through the broad valleys in a moving scene of beauty, which will fade only with the failure of memory. The path to this summit diverges from the Littleton road about a mile from the Profile House.

THE PROFILE,

or the "Old Man of the Mountain," is best seen in the sombre lights of the coming evening. This bold combination of rocky masses forming that wonderful imitation of the outlines of the human face, perhaps, more than any other natural feature of the mountains, excites the

curiosity of visitors. It is a ragged mass of rocks, forming a granite portrait only when viewed from the proper location. Change the point of view for any considerable distance, and the features become a shapeless mass of crags. The rocks which for this wonderful outline are not in perpendicular line, but appearing so, are combined perfectly in a sharp, angular and unmistakable imitation of the human face.

The proper point of view is only about a quarter of a mile from the Profile House, on the road leading down the Notch. The granite face stands out from the southern crest of Cannon Mountain in majestic repose, 1,500 feet above the surface of Profile Lake, with the sharp and stony lines of the immobile profile set in unchangeable grandeur, solemn and grim with its ages of exposure to storms and tempests, the admiration of thousands who look upon it. There is no need of calling upon the imagination to conjure out of the rocky outlines the "Great Stone Face."

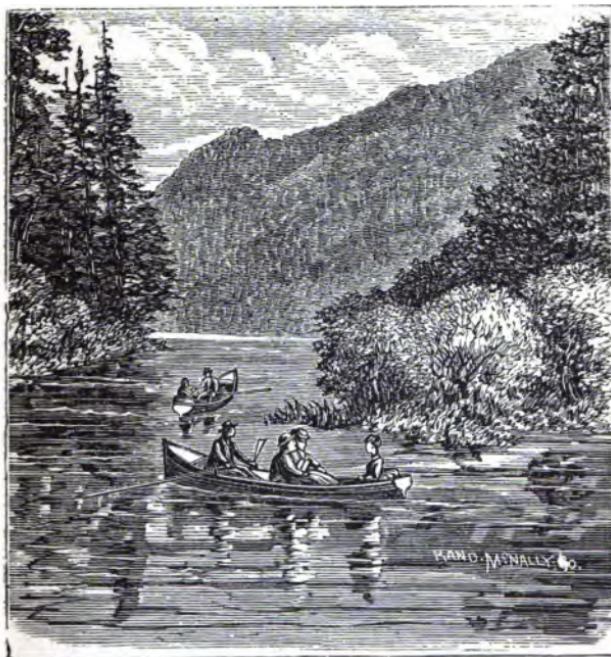
"Full and plain those features are displayed,
Profiled forth against the clear blue sky,
As though some sculptor's chisel here had made
This fragment of colossal imagery."

Under the full glare of the mid-day sun it is seen to least advantage, but when "shadowed with clouds and the glorified vapor of the mountains clustering about it," all the grandeur of the bold outlines are apparent. Viewed from any other point than the locality named, it is an unmeaning mass of jagged rocks.

It is a weird spot to spend the evening hour by the shores of Profile Lake, under the face set in granite outlines.

At the base of Cannon Mountain, directly beneath the overhanging portrait of the "Old Man," is a beautiful sheet of water, a quarter of a mile long by one-eighth of

a mile wide, sleeping in the green forests which enclose it and hang in shadow in its pure depths. The quiet beauty of the scene will excite the admiration of the coldest nature, Fanciful names have been bestowed upon it, such as the "Old Man's Mirror" and "Old Man's Washbowl;" but however named, or if nameless, it is one of the gems in the gallery of mountain pictures seen in Franconia. It



PROFILE LAKE.

is the home of that lover of cool mountain streams and lakes, the beautiful trout, for which you must angle with skill, for no careless hand secures this wary beauty.. You must also visit the TROUT HOUSE, just below, where these shy beauties are seen by hundreds.

THE ASCENT OF MOUNT LAFAYETTE.

The climbing of this, the highest peak of the Franconia range (height 5,259 feet), is considered second only in interest to the ascent of Mount Washington. A half day's absence from the hotel is necessary for the trip, and horses with the necessary conveniences for the ascent are kept at the base, with competent guides for the accommodation of tourists. Many ladies undertake it without excessive fatigue.

A new bridle path has been built for the lower half of the ascent, winding up the ravine just south of Eagle Cliff, leaving the highway almost opposite the hotel, shortening the distance some three miles.

A shelter has been provided upon the summit of Mt. Lafayette for the protection of visitors. The prospect is one of the widest which invites the eye in the whole mountain region, overlooking the great intervening reach of hills and valleys, to distant Katahdin, on the very eastern outpost of the army of hills; upon the great cluster of mountain monarchs, of which Washington is the center; upon the Stratford peaks away beyond Lancaster; across the Connecticut valley upon the hills of Vermont and the swelling crests of the Green Mountains, the valley of the Connecticut and the villages on either side, the Ammonoosuc, and the villages of Littleton and Bethlehem. The southern view is down the valley of the Pemigewasset, while great Moosilauke swells into view, and Monadnock and Kearsarge bound the vision.

DOWN THE NOTCH.

As you ride down the Notch from the Profile House, the bare rock wall of Cannon (or Profile) Mountain is to the right with a forest covered base. At the proper point the huge rocks combine in the "Great Stone face," and

dissolve again in chaos. The scene on either hand is bold, startling and novel. Among attractions most noted are

WALKER'S FALLS.

These falls are a half mile from the roadway down the Notch. The path diverges from the main way, some three miles below the Profile House. Following a small brook, which here crosses the road from the west, a succession of picturesque waterfalls are reached, leaping over the rocky shelves or sliding over the mountain slopes which form the bed of the little torrent broken into foam by impeding masses of rock. A half day's climbing along the course of this brook will afford you a succession of pleasant surprises as you follow its worn channel in the rock, its gliding course over the water-worn granite, its successive leaps over the ledges, mingling its waters with those of the fair Pemigewasset, which soon pours its limpid flood over the granite rim of

THE BASIN,

some three and one-half miles south of the Profile House. This granite reservoir is a worn and curious cavity in the solid rocks, close by the roadway; evidently made by the whirling of rocks in the eddying currents; the waters sweep the circle several times in swift rotation before making their exit at the opposite side. The circular walls are very smooth and regular, the water falling within it in a pretty cascade over the brim and making its exit by a channel worn into a fancied resemblance to the human leg, hence the outlet is sometimes known as the "Old Man's Leg."

The diameter of the Basin is about forty feet, the depth to the bottom twenty-eight feet, with a usual depth of twelve feet of water.

A small stream among the hills to the left of the Basin

flows over the granite ledges on the mountain slope in picturesque and musical descent, forming a succession of the most lovely cascades, which may be followed up with pleasure to the upper fall, where the stream plunges in a leap of some twenty-five feet.

THE FLUME HOUSE.

This house, Elliott Brothers, managers, is about five miles from the Profile, very pleasantly located, facing Mount Liberty, in the vicinity of the Flume, the Basin, the Pool, and other natural objects of interest, affording from its very doors a view of the three great peaks of this range, Lafayette, Liberty and Pleasant (their outlines somewhat softened by the distance), and of the valley of the Pemigewasset, in all its beauty stretching southward.

This house is kept by the proprietors of the Profile House. Visitors will find it a pleasant spot in which to spend their season of leisure, be it short or protracted. It is also a quiet, cosy and luxurious dining and refreshment station to visitors to the Flume and Pool.

THE CASCADES

are below the Flume and drop in a gradual descent of several hundred feet in gliding sheets of pure emerald waters flowing over the wide, smooth granite inclining planes, fretted more and more as you ascend to the Flume, with many charming basins and pools of transparent water. You reach these wonders from the road by a pleasant path through the forest, a portion of which is graded as a carriage road.

THE FLUME.

The central wonder of this part of the valley is a narrow, rock ravine or granite channel, with perpendicular walls on either side of fifty to sixty feet in height, and some twenty feet apart. Within these regular and moss-

covered red and brown rocks, evidently rent asunder by some throe of nature, a small stream threads its way in lovely confusion and perplexing disturbance, along the broken bed of huge rocks, which, from time to time, have fallen from the walls. The visitor can ascend through this shadowed and wonderful glen, which extends some eight hundred feet between walls, apparently the work of Titans in the olden time ; a rude pathway of planks and



THE FLUME.

needful artificial helps protecting him from all disagreeable contact with the murmuring stream, bubbling and complaining among the rocks below, and resting often in lovely pools and fissures.

At one point the grand fissure contracts to a span of twelve feet and holds suspended, apparently with slightest security, "The Great Stone Wedge," an enormous, egg-

shaped boulder of many tons weight, an object of active speculation and lively curiosity, causing an involuntary tremor as you pass beneath. The road to the "Flume" diverges from the turnpike directly in front of the Flume House. In good weather a visit to this wonder before breakfast is a grand experience and a good appetizer for patrons of the Flume House.

THE POOL.

After viewing the wonders of the Flume you take the path leading through the forest; leaving the road near the hotel stables and, following it for half a mile, you reach the pool, a vast natural well, somewhat regular in form and outline, excavated or worn in the solid granite bed, an immense "basin" repeated on a grand scale. A small stream flows over the brim from the north, and through a narrow fissure opposite, the waters find exit.

The span of the rim of this gloomy natural reservoir is about one hundred and fifty feet, the depth is about one hundred and ninety feet, with forty feet of water in its sullen depths. The beauty of the Cascades, the Basin and the Flume does not pertain to the Pool, but as a curiosity not to be omitted in the tour of mountain wonders, it will amply repay your visit. A clumsy boat sails upon the gloomy and circumscribed circuit of its waters. Steps lead down within the walls and quite likely you will spend some time within this solemn temple where, if alone, and to dreaming inclined, you may muse for hours ere you come back to the brightness of the world again.

Diverging from the Lincoln Turnpike, some two miles below the Flume Hotel, you shortly reach a brook leaping down the hillside, west of the roadway, in cascades which are among the very finest of the valley.

The little stream at one point takes a great leap of eighty feet over the ledge to bound off in another of nearly

equal fall, flashing a line of silver sheen through the arching fringe of shrubbery that serves to heighten its beauty. Down a rugged, broken descent of three-fourths of a mile the waters leap to meet the quiet river below. Looking upward along the bed of the stream as you ascend, the sight is one of rare beauty ; each stage of elevation develops new attractions in the fall itself and the views of the valley below, caught in broken vistas between the forest trees ; while from the summit of the ridge you have an outlook not to be forgotten in memories of your journey among the hills. Miniature basins of the purest water here and there in the rocks, excite the admiration of the observing visitors.

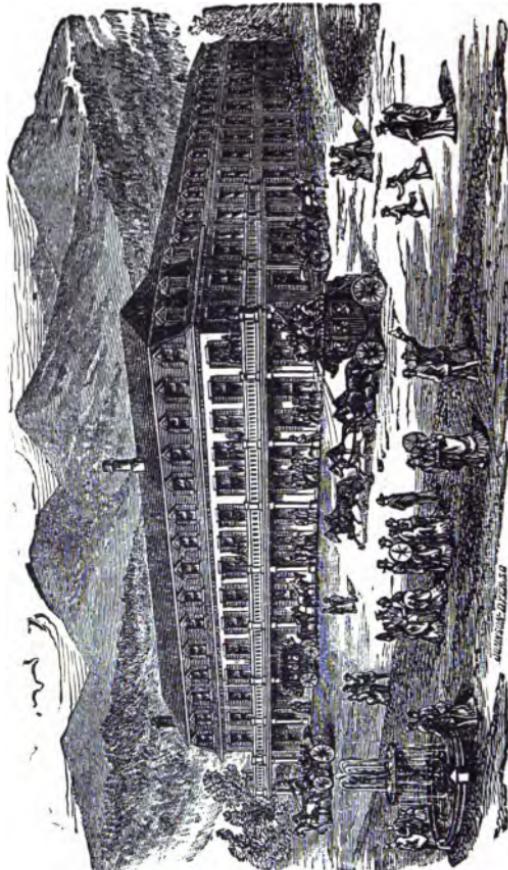
These latter wonders are in the romantic town of Lincoln ; the first named, around the Profile House, are in Franconia. The stage route from the Profile passes down the Pemigewasset valley, previously described in the approach by this route from Plymouth.

MOUNT PEMIGEWASSET,

in the rear of the Flume House, may be ascended with no great difficulty by visitors of either sex, and the view, especially at sunset, is one of the rare delights of mountain journeying. The setting sun bathes the grand outlines of the wide landscape in a blaze of glory and splendor and gilds the gorges and peaks with subdued and waving lights.

Only those whose limited time and means prevent further progress, will leave the Franconia region without pushing on to the still more grand and impressive, though not more beautiful or varied scenery around Mount Washington and the White Mountain Notch, described in the next chapter. If pressed for time, at least take a trip to White Mountain Notch and return same day ; but better give ample time to a complete tour of the hills.

having an average rise of one foot in four, offers a mode of ascent which has become the great sensation of the mountain tour. Descending on the east side to the Glen



TWIN MOUNTAIN HOUSE.

House, by the carriage roadway, or returning by rail, the excursionist has a delightful and novel experience of mountain staging, with little of fatigue or exhausting effort.

A separate station on the Wing road, the mountain branch of the Boston, Concord & Montreal R. R. is the

TWIN MOUNTAIN HOUSE,

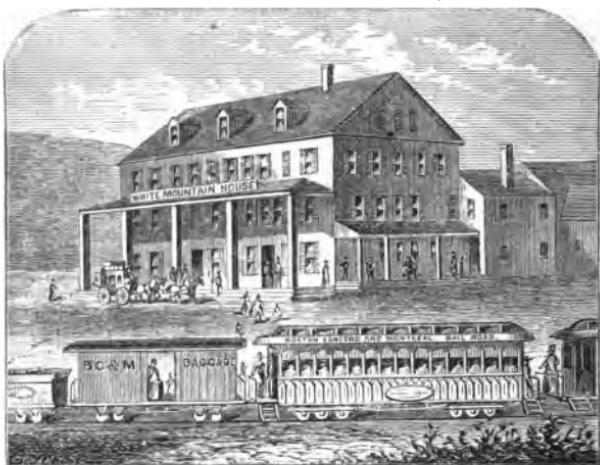
A. T. & O. F. BARRON, proprietors. This is one of the largest, finest and most popular of the mountain hotels, situated on the Ammonoosuc River, commanding a full view of the Franconia and White Mountains, and much patronized as a convenient point of rest from the fatigue of railway travel before attempting the rugged ascents, and also as a delightful place of rest after returning from the mountain tour.

From this house it is ten miles by rail or carriage road to the Crawford House, ten miles to the depot of the Mt. Washington Railway, where cars are taken for a trip over the famed rail line to the crowning summit; eleven miles to the Waumbek House, in Jefferson; thirty miles to the Glen House; and twenty-eight miles to Gorham, by the Cherry Mountain road.

The popular manager, Oscar G. Barron, Esq., was appointed by Vice-President Wheeler, manager in charge of the restaurant of the U. S. Senate, a step, many think, in the direction of civil service reform. The taste of the Barrons in rural decorations, and the little niceties of ornament and display which, as well as in the more substantial direction, make everything pleasant and home-like, is making the house widely and favorably known.

THE WHITE MOUNTAIN HOUSE,

R. D. ROUNSEVEL, proprietor, is one of the older mountain houses at the base of Cherry Mountain. The landlord is a genial and experienced resident, familiar with every phase of mountaineering, and will entertain with good cheer and substantial fare in this old style comfortable mountain home. An excellent livery and experienced



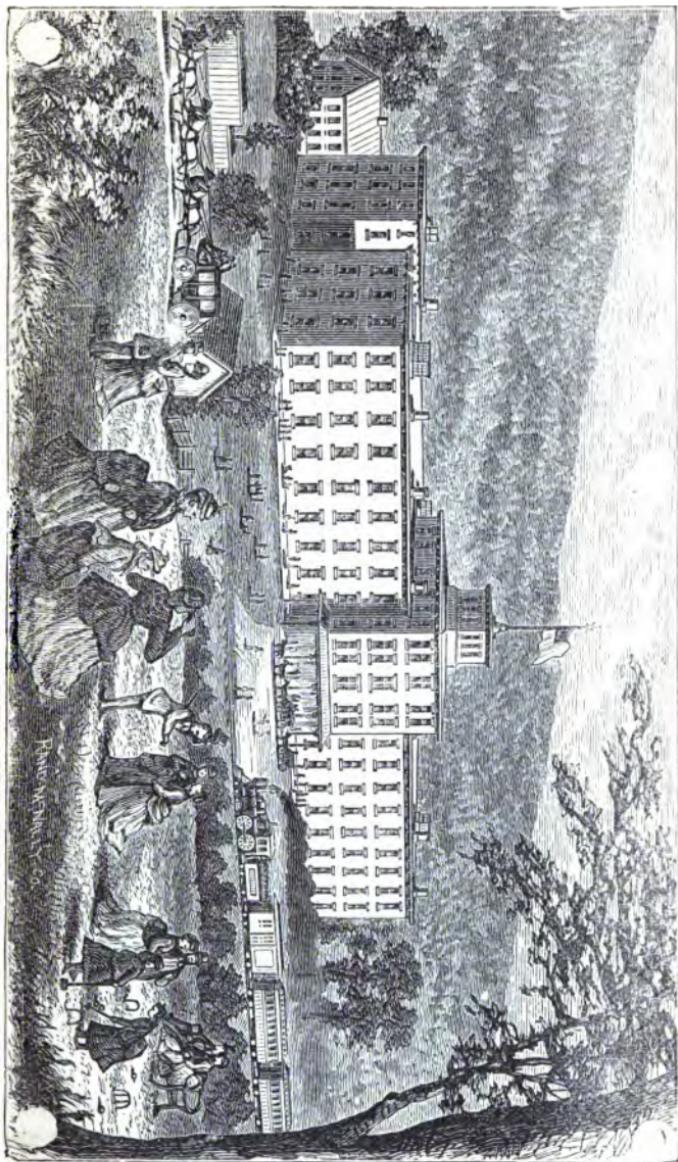
THE WHITE MOUNTAIN HOUSE.

drivers are provided, and it is a good point from which to take trips through the picturesque region of the hills hereabouts. A roadway, opened to the summit of Cherry Mountain, facilitates ascent by carriage to that outlook which all pronounce one of the finest points from which to take in the vast outline of the higher hills. Daily ascent may be made. Leaving here the train arrives at the

FABYAN HOUSE,

at about four o'clock, p. m. This elegant hotel, erected near the site of the old building, destroyed by fire in 1868, is now "one of the Barron hotels," though *barren* in no other sense, for it is as full of attractions as its neighborhood is full of interest. It has passed into the charge of the Messrs. Barron, who thus have the Twin Mountain, Crawford and Fabyan in their keeping, and an excellent keeping it is. Fabyans, Oscar G. Barron, manager, is one of the most complete of the hotels in the immediate

FABIAN HOUSE.

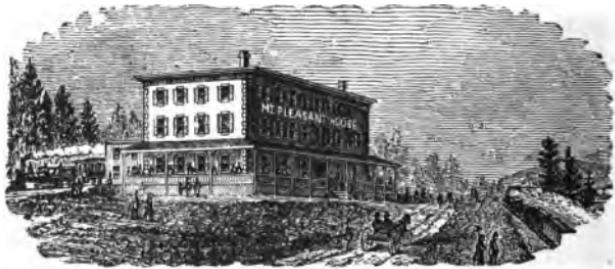


vicinity of the mountains; the accommodations are for four hundred and fifty guests, and are on the most liberal scale. The view from its piazzas is directly upon Mount Washington and the Mountain Railway. A large farm is connected, supplying milk and other luxuries.

Two hundred thousand dollars have been invested in buildings and farm, and it is the design of the proprietors to keep it in the best possible manner. Spacious and high studded rooms, telegraph office, first-class livery, billiard room, bath room, band of music, etc. The elevation is 2,000 feet above sea level. No hay fever or asthmatic difficulties. The railway runs from this house to the base of Mount Washington, forming direct connection with the Mountain Railway that climbs the slopes of Mount Washington to the very summit, carrying the most timid and feeble traveller without alarm and without fatigue.

THE MOUNT PLEASANT HOUSE

is situated on the new extension of the Boston, Concord & Montreal Railroad, in the direction of the mountain's base, within sight of the Fabyan House. It is a new,



MOUNT PLEASANT HOTEL.

cosy and home-like hotel, where patrons can have good, wholesome fare, and accommodations at reasonable prices.

THE FALLS OF THE AMMONOOSUC RIVER

are near the railroad station, on this extension to the mountain base, and all will wish to visit them. The rocks are curiously worn and rounded by the ceaseless action of the water, and the falls are very beautiful. The river flows in a narrow, winding channel in the rocks, lashed into foam by its wild rush between walls of granite and among impeding boulders. These falls extend for the distance of some three hundred feet, and have a descent of about fifty feet. The tourist finds the rugged beauty of the massive walls, the curious hollowing and shaping of the rocks by the continual action of musical waters, in the surrounding scenery and peculiar charm of the rapids, a feature not to be omitted in the chain of mountain pictures.

MOUNT WASHINGTON.

This mighty summit of the great northern range reaches the height of 6,285 feet, and overlooks all surrounding peaks, affording the widest outlook of any summit on the northern or eastern coast.

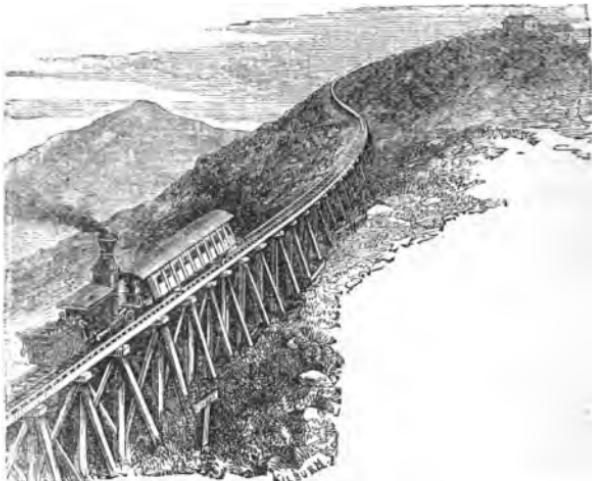
Approached by the Railway on the west, and the carriage road from the Glen House on the east, tourists can ascend by railway and return by carriage road to the Glen, or, if the ascent is made from the Glen, can return by railway, thus in either case getting full experience of this journey, which never wearies in its novelty.

Presuming that you start from the shelter of the Fabyan House, you take a comfortable car and in a very short time are at the mountain's base, having a succession of bold views as you approach the station over the heavy grades. The surrounding peaks swell up on every hand; there is an absence of animal life in the forest, telling of solitude and sure approach to the upper regions.

The grand sensation of your trip, if not of a lifetime, comes when you take the trip on the

MOUNTAIN RAILWAY.

This renowned railway was chartered by the State Legislature (as one of the members remarked), "on the same principle that one might have been chartered to the moon ;"



JACOB'S LADDER, MOUNT WASHINGTON RAILWAY.

the one being, to the ordinary mind, as practicable as the other ; but the energy and practical ingenuity, and persistence under discouragement and ridicule, of Sylvester Marsh, Esq., the projector and inventor, with the efficient aid of the late J. E. Lyon, Esq., then President of the Boston, Concord & Montreal Railroad, and Walter Aiken, Esq., of Franklin, who built the engines and cars, and the financial aid of friendly railways and individuals, accomplished the feat and established the practical working of the enterprise, which abolishes, in great measure, the hardships of mountain climbing.

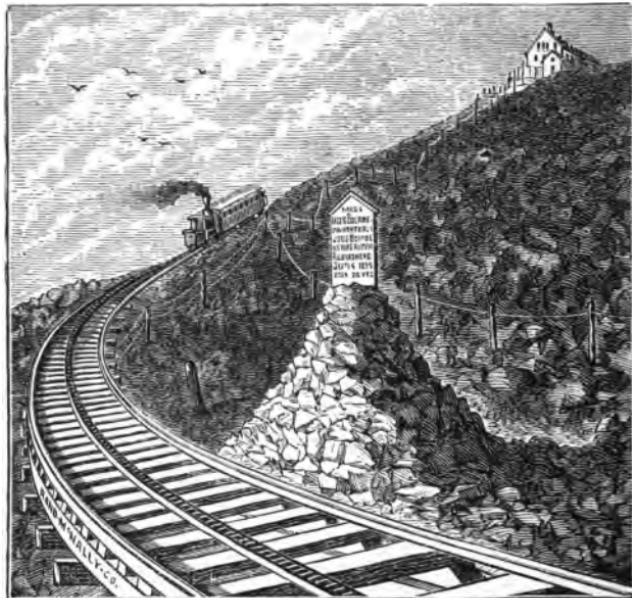
The length of the railway is about three miles. The total rise from the lower station to Mount Washington House, on the summit, is 3,625 feet; the steepest grade is 1,980 feet to the mile, about one foot in three, but averaging through the entire course one foot in four.

The road-bed is constructed with special reference to safety and durability, of heavy timber clamped to the rocks of the mountain slope, and braced and secured in the strongest manner. The track is of the usual guage, with side rails of the usual railway pattern, and a central safety rail constructed of two parallel bars of angle iron, with cross bolts of one and one-half inch round iron, at intervals of about four inches; between these bolts play the cogs of a central wheel of the locomotive. In addition to the ordinary brakes, the atmospheric brakes, instantaneous in their action are in use, and, following and dropping into the notch-rim of the driving-wheel, is a firm iron support which would effectually prevent the descent of the train in case of injury to the machinery. Rollers running under the angle iron prevent jumping or slipping from the track. With these arrangements for safety, the passenger need feel no alarm or apprehension of danger, the trip being as safe as ordinary rail transit, no accident having occurred in the six years the road has been in operation, nor damage of a penny to life, limb or material, during the time of construction or since its operation as a line of travel.

The locomotive is of novel construction, being made with especial reference to the steep inclination of the road, and, when standing upon the level track, appears sadly out of balance. Safety and power are attained in the construction at the expense of speed, which is not sought. The locomotive is always below the train, pushing the coaches upward as you ascend, and preceding them in the return down the slope. The cars have seats hung at an angle, facing toward the base.

WALTER AIKEN, Esq., an enterprising and successful mechanic and business man, who built the machinery for the road and has taken active interest by investment and labor in the novel undertaking, is the superintendent of the road.

Single fares up the mountain \$4, down \$3; for both ways by the same train, \$6. Trunks and heavy baggage involve an extra charge according to space occupied; but ordinary hand baggage is carried free of expense. The baggage of parties returning from this point will be checked through to their destination, if upon the routes previously described.



MOUNT WASHINGTON RAILWAY.

The ascent is made in an hour and a quarter, including the stoppages for water, and somewhat less in the down-

ward trip, which is made by force of gravity alone, regulated by the brakes. The telegraph wires extend to the summit.

No three miles of railway in the world affords such a succession of wild and startling views as the passenger has on his mountain ride on this iron line up the steep inclination of Mount Washington. Glimpses of the wide valley below, through which wind the mountain roads, the bold landscape, filled with grand and startling outlines, growing and multiplying as we climb; the Great Gulf to the left, into the depths of which you look with shrinking and trepidation, and nearing the summit, an eastward view down into the Glen.

The monument of stones near the summit marks the spot where, in 1855, Lizzie Bourne, of Maine, died from exposure, as further described in the description of ascent from the Glen House by carriage road. The water stations on the way are called by appropriate names, such as Gulf Station, Waumbek Station, etc.

Above Waumbek Station is Jacob's Ladder—a long trestle work on a steep incline; here the change in vegetation from trees to lichens is most marked. As the train stops to receive supply of water, from cisterns supplied by springs, impressive views of the valleys are had, and the wild winds of the upper air currents assert their strength. At a point on the ridge between Mounts Clay and Washington the passenger looks down a thousand feet into the "Gulf of Mexico," a wild chasm in which a branch of the Peabody river has its source. From this point the ascent is more gradual.

The journey of a day, from Boston to Mount Washington Summit, is one of magnificent contrasts. The tourist who all day long has been whirled along the valleys of New England's fairest rivers, through a panorama of green fields and by sparkling lakes, with glimpses

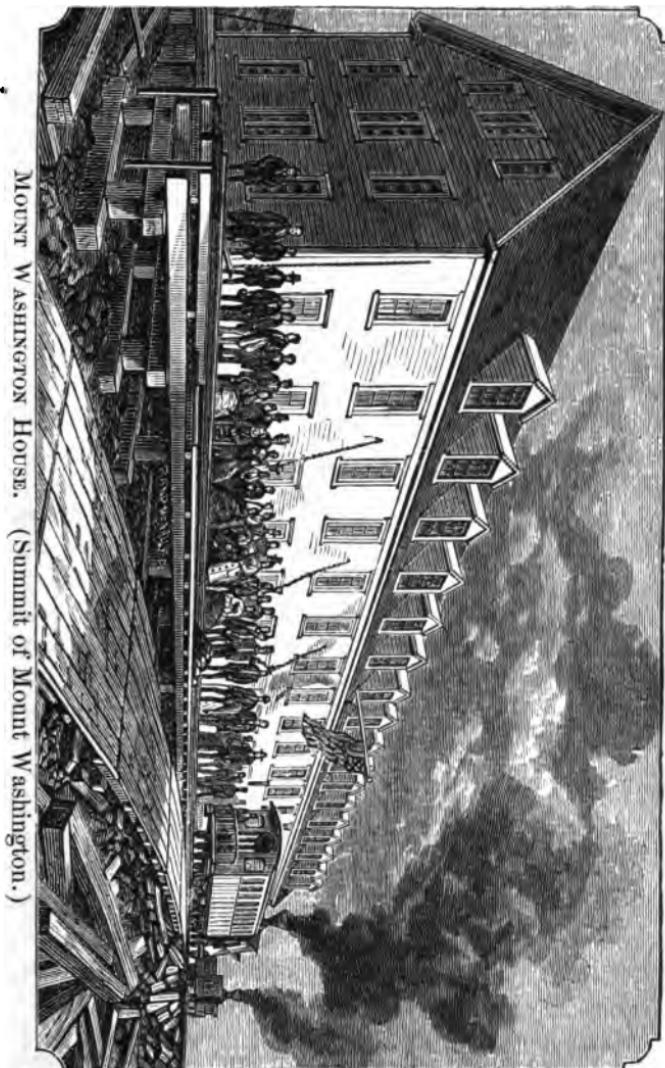
of distant hills and mountains, may end the day in the sensational climbing by rail, leaving behind the vegetation of the plains and the luxuriant forests around the mountain's base, pass the belt where thrive only the hardier shrubs and the fir tree is dwarfed to the span of a lady's hand, into the regions of the Alpine plants and the lichens and mosses peculiar to the icy regions around the pole, till, on the bare rocks of the nearly level plateau, on this highest northern outlook east of the Rocky Mountains the tourist finds rest.

THE MOUNT WASHINGTON HOUSE,

Mrs. J. W. Dodge, proprietor, is the spacious new hotel at the summit, serving the double purpose of depot building and hotel. This house is at the summit, erected in 1872, and furnished and opened for visitors the following season, has accommodations for one hundred and fifty guests. It is conveniently furnished, and telegraphic and other facilities are afforded to those who spend the night beneath its hospitable roof. All the substantials and luxuries furnished at the mountain houses are provided for the tables, and the furnishing and management are such as to please all who may be so fortunate as to enjoy them. All the necessary provisions for comfort and ease are provided, and, in case the house should be overcrowded, the older and well known Tip-Top and Summit Houses will receive you within their more primitive doors. From the high altitude of a mile and a quarter above sea level, we look down along the grand incline, up which in vast billows of land the hills have advanced from the level sea-beach to this height, and around upon mountains "named, nameless and numberless."

VIEW FROM THE SUMMIT.

The magnitude of the wide stretch of country seen from



MOUNT WASHINGTON HOUSE. (Summit of Mount Washington.)

this high altitude, when first swept by the eye, is overpowering and confusing from its extent and combinations. You imagine that the crust of earth has been tossed on a boiling cauldron, and, at the touch of some mighty power, been congealed at the moment of wildest ebullition—a sea of sweeping ranges and isolated peaks, broad valleys and forests, sparkling lakes and sinuous streams.

The wild and rocky, but somewhat regular plateau of the summit appears as an island surrounded by a petrified sea of hills. The jagged and bare peaks of the adjacent mountains, separated by ravines and gulls of vast depth and outline, are the most impressive features of the wide panorama.

If you are fortunate to gain an unobstructed view through the wide circle, you will look northward over the billowy land to the plains of Canada; to the northeast on the far distant forests of Maine, with the dim outline of Katahdin just visible in the distance, while near at hand the great attendant mountains of this group—Jefferson, Adams and Madison—tower in the foreground, a grand cluster of dark and rugged summits. Mount Jackson is on the southeast, close at hand, with the symmetrical, lone summit of Pequaket (Kiarsarge) at North Conway, in the distance, and Sebago Lake and the surrounding country in Maine, and, sometimes, the faint blue line of the ocean scarcely to be separated from the sky in the far distance. Southward, is the valley of the Saco with its villages, the sharp pyramids of Chucorua and the gleam of fair Winnepeaukee. Southwesterly the remaining mountains of this range, Mount Monroe with its rocky peak, and the Twin ponds, Mount Pleasant with its regular outline, Mount Franklin with a more level surface, Mount Willey and the further range of wooded hills. Westward, the valley of the Ammonoosuc, the village of Bethlehem, the naked summit of Mount Lafayette in Fran-

conia, the broken silver line of rivers, and in the dim distance the Green Mountains, with Mount Mansfield and Camel's Hump. Northwest, the picturesque town of Jefferson, Pondicherry in the embrace of forests, and further distant the village of Lancaster.

Viewed under favorable conditions of atmosphere, the scene is one which pen cannot describe nor pencil portray, but which memory will not fail to cherish as the choicest revelation of nature to be seen in a lifetime.

Fortune does not always favor the tourist, and he may sometimes stand on this lofty height, veiled in impenetrable mist, and the gloom of clouds, hiding the grand outlines which he knows lie beneath and around him.

If the rare privilege is given to you to look through the clear and unobstructed light of early summer, or later autumn, on this blending scene of complex and overpowering grandeur and beauty over which the contrasts of light and shade play upon a scale wider than the human eye is often privileged to view; the grand sweep of masses of clouds and the attendant trailing shadows beneath; the scrolls of mist that ride upon the winds, and the shadows of great summits throwing their sombre veil over whole townships as the sun declines, will all inspire you with the feeling that you have been admitted into near and familiar contact with scenes in nature heretofore unknown to you.

Perhaps, to crown all, while you are dreaming, a roaring storm gathers on the unsheltered cone and you shrink to nothingness in the midst of its resistless fury. The storm, the lightning and the clouds are not from above, but you are in the midst of, or above them.

WINTER ABOVE THE CLOUDS.

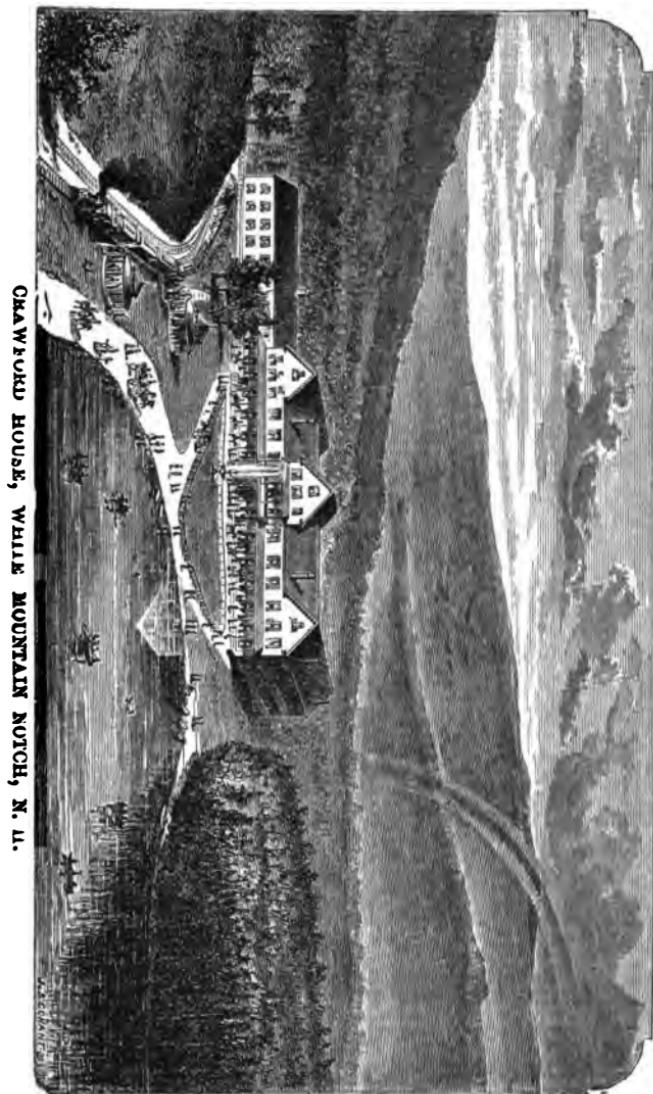
On the bald summit of Washington, in the teeth of winter hurricanes, several daring and scientific gentlemen live

in arctic seclusion each winter, among the dense clouds and roaring tempests of the great height.

At Mount Washington the weather, last December, was the worst that has been experienced in the seven winters during which the summit has been occupied by a Signal Service station. On December 16, the wind had a velocity of one hundred and eighty miles an hour. Ice blocks wrenched from the neighboring rocks were blown against the buildings for hours. The thermometer fell to forty-seven degrees below zero, a cold that is only comparable with that encountered on a few of the Arctic expeditions. The mean temperature for the month was more than six degrees below zero, and the highest point reached by the thermometer was only twenty-two degrees. Oceans of clouds, pierced by snow-capped peaks, all below being hidden by impenetrable frost-clouds, the swift growth of clouds and storms, and almost irresistible force of the winds, with the lonely lack of all animate life, are the grand peculiarities of such winter experience.

THE CRAWFORD HOUSE

is situated at the gate of the White Mountain or Crawford Notch. It is one of the finest in its plan, of the mountain houses, the piazzas, of ample width, extending the entire length of the building. It stands upon a plain 2,000 feet above sea level, and during the last winter has been renovated and greatly enlarged. A small lake near the Notch gate is the source of the Saco, and the Ammonoosuc is also supplied from springs on the same plain. A. T. & O. F. Barron are the proprietors of the house, and C. H. Merrill, Esq., their popular associate in the management. This is the house naturally chosen by visitors to the Notch, being located at the very gates, and is also a convenient halting place for those passing through from North Conway, or returning to that point.



OKAWAKOO HOUSE, WHITE MOUNTAIN NOTCH, N. H.

Tourists formerly ascended from this house to the summit of Mount Washington by bridle path, but since the opening of the Mountain Railway, the path has fallen into disuse and is out of repair. The house is in every respect first-class, and accommodates some four hundred guests. In the forests fronting the house are

GIBBS' FALLS,

so named for a former landlord of the hotel. They are reached by a walk of a half hour from the hotel. Here the brook makes a leap of nearly forty feet, in two sheets of white foam, separated by a small islet, on which a lone pine tree stands guard. A succession of lesser falls on the same stream will tempt you to further exploration.

BEECHER'S FALLS CASCADE,

only about a half mile from the hotel, is upon the little mountain brook which flows down the slope to the right of the road, reached by a shaded pathway. In one of the pools of this stream the eminent divine whose name they bear was "immersed," not intentionally; but like other men, he "fell." He describes the brook as, at one point, "whirling itself into a plexus of cords," or a "pulsating braid of water." For more than a fourth of a mile the stream sweeps down over rocks hung with moss, and through channels worn in beautiful contour, arched with green leaves and luxuriant trees.

The location of the house is on a fine plateau, and a pleasant grove in front gives ample lounging space if you are disposed to take life easy and avoid the fatigue of continual sight seeing, and climbing.

THE WHITE MOUNTAIN OR "CRAWFORD" NOTCH.

Next to the ascent of Mount Washington, and previous to that if you do not return, you will wish to explore the

attractions of this widely-famed pass in the mountains. The peculiar granduer of this vast and awful gorge cannot be described in words, and the artist transmits the grand outlines but imperfectly. On either hand, the forbidding lines of precipices tower above you in imposing grandeur, and you halt and turn to admire its savage ruggedness. It extends for a distance of about three miles, running from northwest to southeast.

The "Gate of the Notch" is in the near vicinity of the Crawford House, and is a chasm between perpendicular rocks, distant from each other but twenty-two feet: the diminutive stream flowing at one side is the commencement of the Saco river, which runs with rapid course and increasing volume through the fairest of valleys to the sea.

Riding down the Notch from the Crawford House, through the "gates," you pass within the wild gorge, and if you have a guide or companion versed in the localities of the great ravine, your eye and mind will be intent upon a series of views and objects, of which it were foolish to attempt minute description other than by name and general outline. Just before entering the "gates," a path diverges to the left, leading to "The Elephant's Head."

"Pulpit Rock" is a great overhanging column of stone, the form of which is best indicated by its name, a bold buttress or column.

The "Baby," the "Young Man of the Mountain" and the "Grandmother," will be pointed out, figures more or less distinct, formed by jutting masses of rock on the ragged walls. The "gates," at the entrance, are but twenty-two feet in width, and "Sentinel Rock" stands guard near the entrance. It is to be regretted that the line of the Portland and Ogdensburg Railroad, now graded through the Notch, necessitated the destruction of some of these curious outlines, and destroys the natural wildness of the "Gates." The "Old Maid," is a most

venerable specimen of the anxious and aimless class, while the "African Face" is of unmistakable Ethiopian outline, high up on a spur of Mount Willard to the right, as you ride down the Notch from the Crawford House. At a bend in the road, nearly a mile from the gateway, is one of the most impressive scenes in the Notch, where the great outlines of Mounts Webster, Willey and Willard crowd in concentrated, sweeping lines upon the narrow way. Further on, at the Willey House, the pass is more open, and the long range of walls on either hand have more of regularity, and the gorge is more open.

THE WILLEY HOUSE.

This house is located under the steep acclivity of Mount Willey, which rises some 2,000 feet behind the house, and opposite is the forbidding front of Mount Webster, the little Saco river flowing near by. Samuel Willey, Jr., lived here at the time of the great calamity. He was the son of a farmer residing at North Conway, on the "Willey Farm," (now part of the noble estate of E. H. Bigelow, Esq.). With his young family Willey had made his home far up the Saco valley on a small farm and lumberer's station.

On the night of Monday, the 28th of August, 1826, occurred that terrible storm which fed the mountain branches of the Saco and Ammonoosuc, and changed the limped current from a gentle running stream to a mad rush of whirling waters, breaking old bounds and roaring in lawless torrents, freighted with the loosened soil and trees swept from the steep sides of the overhanging hills ; during this terrible night the tragic disaster of the Willey House occurred ; the house itself received no injury, but the frightened inmates who sought safety by flight from the mad fury of the crashing slides, were found buried in the debris below. The faithful house dog escaping

unhurt, appeared at Conway, and by all the resources of brute intellect sought to give tidings of the calamity, failing in which he disappeared at the top of his speed, and afterwards, though occasionally seen, was missing. The father, mother, five children and two hired men perished; the bodies of two sons and a daughter were never found.

Perpetually reserved and set apart in the purchase of the Willey Farm, at North Conway, in the immediate vicinity of the great farmhouse, in a small cemetery enclosure, are the graves of the Willey household, among them the recovered bodies of the victims of the avalanche. The great scar in the side of Mount Willey, from which slid the devastating mass, is easily discerned.

The slopes of Mount Willey are quite bare, having only enough of the soil to furnish root-hold for the scanty crop of dwarfed birches that somewhat relieve the desolation of the scarred walls.

Riding back from the Willey House the black mouth of the "Devil's Den" is seen high up in the rocky front of Mount Willard.

DRIVE TO THE SUMMIT OF MOUNT WILLARD.

This safe and easy, shaded ascent of about two miles, may be made in carriages from the hotel, or without difficulty by pedestrians. Emerging from the forest, you come out upon a level plateau on the very verge of the sheer precipice going down into the yawning depths of the Notch. Near the summit is the Hitchcock Flume, discovered in 1875 by Prof. Hitchcock, of Dartmouth College. It is of great depth—a narrow, crooked gateway in the rocks. It is a grand outlook—the key to the beauties of this famed mountain pass, and, if viewed under favorable lights, you linger upon the rocky plateau, loth to lose the impression of the actual scene—the grand

outlines of the gorge, the winding road through the whole extent, the famed "Willey House," the track of slides upon the bold slopes of either mountain, and the sparkling line of the mountain brooks, leaping in gleaming and sinuous falls down the rugged walls.

The stillness of the great height, and the grand sublimity of the landscape, can but impress the beholder with admiration and awe. It seems possible to throw a stone upon the roof of the Willey House, so deceptive is the distance. From this point you look also upon the "Flume and Silver Cascades," and down the grand line of marshalled summits which enclose this wild pass, in the direction of North Conway.

THE FLUME,

a brook pouring through the worn chasm or rent in the solid rock, on the side of Mount Webster, noted as one of the beauties of the Notch, leaping through the curious zigzag channel of stone, in noisy and picturesque disturbance, on its way to join the waters of the fair Saco.

THE SILVER CASCADE,

above the Flume, and a sort of continuation of the same, slides down the mountain side for a mile, in windings, leapings and turnings innumerable; now in a broad sheet of whitened foam, again divided in several streams or narrowing to a swift current through the worn and narrow channel. The view from the rude bridge, or from a point at the base of the fall, is of unrivalled interest and beauty, and from all points, this mountain cascade is one of the attractions by no means to be passed by. You will linger by its whitened torrent with increasing admiration. Parties from the Crawford House can visit these falls at a very trivial expense.

FALLS ON AVALANCHE BROOK.

These falls are about six miles from the Crawford House, on Mount Willey, upon a stream which flows down the slope of the mountain, near the track of the memorable land slide, and joins the Saco below the Willey House. Following this brook, now known as Ripley's or Avalanche brook, nearly two miles up the mountain, a grand cascade bursts upon the view, falling between granite walls of picturesque forms and wonderful shaping. The commencement of these falls is a succession of rocky steps, some fifty feet wide, continuing in a widening incline, broken into sweeping curves, through the solid rock into the reservoir at the foot. These falls are now christened the "Sylvan Glade Cataract." A mile further up the brook is a lesser series of falls called the "Sparkling Cascade," worthy of a visit.

This tour of the Notch, including the ascent of Mount Willard, should by no means be omitted in your mountain trip.

CHAPTER VII.

VALLEY OF THE SACO.

The PORTLAND & OGDENSBURGH RAILROAD opened a new rail route through the Notch in the summer of 1875, thus enabling mountain tourists to take the romantic ride from the Fabyan or Crawford Houses to North Conway or Glen House Station, over the road-bed of this line, which enters at the "Gates of the Notch," passes along the slopes of Mount Willey, in full view of the noted Willey House and the Notch road. Passing this house, the tragic story of which was told in the preceding chapter, and the graves of the unfortunate inmates who perished here on that fearful night, and continuing down the Notch from the Willey House, you emerge from its gloom and grandeur and pass through enclosing forests in a south-easterly direction, the towering masses of the Giant's Stairs (3,500 feet), Mount Resolution and Mount Crawford (3,400 and 3,200 feet respective elevations), loom up to the left. No description of the interest attending a trip over this line would adequately picture the charm of the scenes which unfold with each mile of progress.

The railway ride down the line of the Saco River, to North Conway, is a charming one. The valley of Saco is noted over the world for the boldness and beauty of the scenery, and nowhere does the setting sun fall with softer light, or gild a fairer scene, than in this quiet valley. The sunsets of North Conway are remembered by all who have dwelt here in the early autumn, and artists congregate each summer to attempt the transfer of bits of the scene to canvas. Many will take the stage line

AT GLEN STATION,

on this route, for the Glen House, noted as the hotel par excellence, on the eastern side of the mountains, and the route thereto is wild and beautiful, giving a succession of charming views. On this route, through Pinkham Notch,

GOODRICH FALLS,

upon the Ellis River, will be the first feature of prominence to attract your attention. This is the heaviest fall in the mountains in perpendicular descent. From the old bridge in front of the fall, a good view may be obtained, also from the shore below, and from the rocks on the right bank.

Continuing northward, you will enjoy grand surprises as the massive ridges of the White Mountain range burst occasionally into view. The town of

JACKSON,

a mile beyond the falls, is noted for the value and variety of the minerals there found.

Iron Mountain is nearly 3,000 feet high, and with Thorn Mountain is rich in veins of iron ore. Tin (the first found in the United States), and copper ores are also found, with other valuable minerals. On the way from Goodrich Falls, Jackson Falls and the Jackson Falls House are passed, before reaching the rural

JACKSON CITY,

a city only in name; and sweeping around the base of Eagle Mountain and climbing through thick forests, continue on through the desolation of

PINKHAM NOTCH,

or Pinkham Pass, which takes its name from the family of early settlers of that name who, in April, 1790, ten-

anted a log house previously erected, which they found buried in the deep snows of that inclement season. The ingenuity of one of the boys in harnessing the pig (their only live stock), to the hand-sled, containing the entire outfit of the family, is narrated by Willey in his "Incidents of White Mountain History;" he also relates the incidents of the fearful tornado of 1821, which swept the town.

Passing the ways leading from the road to Glen Ellis Falls and the Crystal Cascade, which we shall visit from the Glen House, by the contiguous sources of the Ellis and Peabody rivers, and along the increasing and musical line of the later stream, Mount Carter being occasionally seen to the right, you ride through forests charmingly festooned with mosses, cross the bridge on the Peabody river, pass the carriage road to Mount Washington to the left, and gain hospitable shelter and enjoyment of startling views peculiar to the location of the

GLEN HOUSE,

W. & C. R. MILLIKEN, proprietors. This house is situated within the vast hollow bounded by a rim of mountain peaks, and more than 1,600 feet above sea level. Mount Washington is in view from its grounds. Adams, Jefferson, Clay and Madison circle away to the northeast in impressive grandeur, seamed with the scars of terrific slides and desolating torrents. Mount Adams appears from this point the highest, but less burly and majestic than Washington.

Mount Carter is in the rear of the Glen House and from its side the tourist who takes the trouble to climb through the forests to a favorite point of view, will gain an unobstructed outlook upon the five great peaks of the mountain range, from Washington, northward — Clay, Jefferson, Adams and Madison. The traveller who makes his stay

at this house for a time, will be at no loss for lack of the wonderful and the beautiful to excite and charm away the hours. The house is one of the largest and most commodious in the mountains, in appearance like two buildings, connected by a central one, giving a long front of piazza, and overlooking the Peabody river and the great mountain range. Stage lines connect with Portland and Ogdensburg Railroad at Glen Station. Autumnal catarrah



GLEN HOUSE.

and hay fever are unknown troubles with the patrons of this house.

The house is opened as early as June 12th for visitors. Promenade and dancing in its spacious halls in the pleasure season.

Visitors to the Notch may ascend to the summit by the carriage road, and descend by the Mountain Railway to the Fabyan or White Mountain House, and from thence to the Crawford House at the Notch. But there are numerous objects of interest in and around the Glen, which will be visited before making the ascent.

PEABODY RIVER

runs in front of the hotel, and distant about a mile. On this river are those curious proofs of the effects of continued action of running water upon solid rock, known as the "Garnet Pools," where the solid granite bed is worn for some distance into curious and peculiar forms, which can but interest you.

On the road to Conway, over which you will have come from Bartlett, a more leisurely visit will enable you to see those curiosities in nature which so greatly add to the attractions at this point.

THE EMERALD POOL,

near the roadway, is a charming reservoir of water from the river, in delightful quiet, and should not be omitted in the sights of the region. About two miles from the hotel are

THOMPSON'S FALLS,

on a brook of no great rise, leading into the Peabody river, extending for nearly three-fourths of a mile in a succession of lovely, broken falls, of easy descent, without presenting any startling features, but with much of picturesque beauty, and the climb along the wild stream brings you to points from which you gain glorious mountain views.

CRYSTAL CASCADE.

These cascades are reached by a path diverging from the road about three and one-half miles south of the hotel, and leading up the side of the great mountain; following this for half a mile you reach the top of a jutting spur overhanging a water-chiseled chasm, through which a bright stream gurgles with hoarse murmuring, while from far up on the mountain side the crystal cascades come gliding down; light, feathery, and white as the snow, come the pure waters of the stream, descending from the side of Mount Washington, under the walls of Tuckerman's Ravine—a long sheer descent of successive leaps and turns.

Tuckerman's Ravine may be reached by following this stream from the Cascade, by a path known as Thompson's path, which leaves the carriage road some two miles from the base of Mount Washington, but is perhaps oftener explored by descending into it from the summit. This long, deep ravine, in the southern slope of the mountain, is filled to great depth by the accumulated snows of winter; the summer heats usually dispel the great snow bank during the month of August. In the process of melting, the gradual wear of the streams sometimes forms a grand arch of snow, of magnificent proportions, worn by melting processes into beautiful forms and outlines. The "Snow Arch," formed by the waters from a "thousand streams" running under and melting the snow, is a grand and novel feature of the region in the early part of August. This grand ice arch extends for two or three hundred feet, supported by ice pillars standing on boulders which prevent the melting of the column of ice resting upon them; but the long summer eventually tells upon the frigid mass, and the ice palace vanishes in humid mists.

GLEN ELLIS FALLS

are about four miles from the Glen House—reached by taking a footpath leading from the main road through a pine thicket which speedily brings you to the brink of a rocky precipice above a narrow gorge overhung with dark masses of foliage. Descending this cliff by the irregular natural steps and rude artificial helps, you reach the bottom of a dark chasm, and stand upon the brink of a foaming cauldron of emerald water, and glancing upwards you can see the stream leaping seventy feet at a single bound from the worn channel of the rock. The scenery around this waterfall combines all the elements of beauty, wilderness and startling contrast, which the most romantic could expect or desire.

FROM THE GLEN HOUSE TO MT. WASHINGTON SUMMIT BY CARRIAGE ROAD.

This is ever a favorite way of scaling the side of the central summit of the mountains. The road winds along the mountain side a distance of eight miles from the hotel to the Mount Washington House, and is both safe and easy of ascent. This road was finished in 1861, after six years of labor, and has an average grade of a little less than one foot in eight, from which it varies in no great degree. The time occupied in making the ascent is about three hours. The lower half of the journey is by a winding way through forests, emerging at the "Ledge" upon the bare wall of the mountain, and winding along the brink of the Great Gulf, across which you look upon the entire slopes of Mounts Jefferson, Adams and Madison; and, continuing on, it overlooks the Glen and the valley through Pinkham Pass, and up the valley of the Peabody River toward Gorham.

The views widen and increase in scope and grandeur as you approach the summit, which seems to develop itself anew as you continue to rise over successive ridges.

There is neither danger nor inconvenience in this way of ascent. Baggage wagons accompany the passenger carriages, enabling parties to descend on the other side by railway to the Fabyan, White Mountain, Twin Mountain or Crawford House, as their inclination may lead.

The view from the summit has been previously described, as have also the accommodations for a night among the clouds, or a longer stay if you are enamored with the novel experience of life at an elevation of 6,300 feet above sea level.

Before the building of the carriage road the ascent was tiresome and attended with danger.

Near the summit, on the road, is the Lizzie Bourne monument, previously noticed. It is a pyramid of rough stones, surmounted by a slab. Miss Bourne perished from exposure on this spot in 1855. In company with two male relatives, she attempted the ascent of the mountain without a guide, and, bewildered and chilled, perished from exposure in the immediate vicinity of the summit houses.

We have again brought you to the summit, and again leave you to choice of ways — no longer wanting — by which to descend. While at the Glen House, many will wish to take the pleasant trip to Gorham, on the Grand Trunk Railway, in the Androscoggin valley, distant from the Glen some eight miles. Stages from the Glen House connect with all trains over the Grand Trunk Railway at this point. Going northward from Gorham, those wishing to make the circuit of the mountains, or to visit Franconia and the western side, on their return may take the Boston, Concord & Montreal trains at Northumberland, and return southward via Lancaster, Littleton, Plymouth and Lake Winnepesaukee, or may take the Ogdensburg route at Glen Station, and return through the Notch by way of the mountain houses, Plymouth and the lake.

CHAPTER VIII.

NORTH CONWAY AND SURROUNDINGS.

This beautiful village is the centre of resort of the Saco valley, and the key to the mountain region from the southeast. The village lies upon a plain of some four or five miles long, by three wide, overlooking the interval of the Saco, which is here a stream of several rods in width, fordable in many places and flowing over a bed of the purest white stones and pebbles, worn and washed to smoothness and whiteness by the pure waters. The stream is liable to rapid rising at times, to the great danger of those having property upon its banks. At the time of the Willey disaster, it rose twenty-four feet in a single night.

The intervals or meadows are noted for their beauty, and the view of the giant peaks of the White Mountains to the northward, far up the Saco Valley, is considered one of the finest in the State, the distance softening all harsh and rugged outlines into beautiful curves and combinations.

To the northeast of the village,

KIARSARGE OR PEQUAKET MOUNTAIN,

rises, a lone swelling summit, symmetrical in outline, surmounted by the hotel, clamped to the rocks of the very summit. The elevation is 3,367 feet, and it stands like an immovable sentinel upon the outpost of the grim host of hills. The ascent can be made with horses or by pedestrians, without difficulty, to the very summit. From this highest southern elevation there is a magnificent view of the whole army of hills to the north and west, including the whole White Mountain range, and of the grand central

dome, Mount Washington and Mount Lafayette, of the Franconia group. The fair valley of the Saco can be followed from near its source in the mountain fastness far on its course to the sea. To the east lie the reaches of level country in Maine and the water of the Sebago and the lesser lakes.

There is a range of rugged hills to the east, called "Rattlesnake Ridge," and "Mote Mountain" to the southwest, with the sharp pyramids of old Chucorua in the same direction, but in the far distance.

THE LEDGES,

upon the face of Mote Mountain, rise almost perpendicularly in a rocky face of several miles extent, reaching, at some points, a height of eight hundred feet. In the ride to these ledges, from the village, by the road through the fields and plains, the sparkling waters of the Saco are twice forded.

ECHO LAKE

is a gem among the mountain lakes, unruffled by the slightest breeze, sleeping beneath the rocky walls, and reflecting the bold outline of overhanging cliffs. The blast of a horn, and the sound of the voice, are clearly and sharply echoed from the cliffs, sometimes with a slight re-echo, but wanting the resounding repetition of the like-named wonder at Franconia.

THE CATHEDRAL.

In the wall of the great ledges, next visited, is a recess of forty feet in depth by some sixty feet in height; you stand within it as within a wide, rough, granite alcove in the face of the wall, the forest trees standing in audience before you, and shading the light which falls within. Along the seamed walls the work of the silent forces of

the frost are seen at the base; great flakes and blocks pried off the granite face of the walls by freezing wedges of ice lie in confusion, and others seem hanging only by the slightest hold, which the next frost-wedge will loosen and hurl below.

DEVIL'S DEN.

In the debris at the foot of the ledge, not far from the Cathedral, formed by a huge scale of granite sliding over a mass of loose blocks, is the "Devil's Den," an enclosed space in the fallen mass, entered by creeping through a tortuous passage. By lighting a fire in this cave you can take a lunch with no fear of disturbance from his Satanic majesty, and to the great delight of the juveniles.

Thompson's Falls must not be forgotten in the visit, and

DIANA'S BATHS

should be seen by all. By a way, through pastures and forests, you reach a small mill, above which the stream from the forest flows over a bed of the whitest granite flecked with crystals. Ordinarily the flow of water is not large, but the solid granite bed is worn in every conceivable form, dropping in steps at irregular intervals, and filled with wells worn in the solid surface by whirling eddies and revolving boulders, seamed by the swift and continual flow of ceaseless currents into curious and fantastic grooves. Unless swollen by unusual rains, you need not look for startling or overwhelming features; but the curious and beautiful combinations make it worthy of a visit and the scene will impress itself indelibly on the memory.

ARTIST'S FALLS.

These charming falls are to the south of the village, in a picturesque and shaded place, and are widely known by

photographic representations. All will wish to look upon the beautiful fall among the combination of rocks and shading trees; but here, as in nearly all the charms around North Conway, look rather for quiet loveliness than for the overpowering and forbidding aspects presented in the immediate vicinity of the mountains.

DRIVES.

Though you may remain for weeks at North Conway, you may have a new drive or walk of absorbing interest each day of your stay. Excursions to Chucorua Lake and Gould's Pond, to Conway Corner, to Fryeburg, once a very important village, built on a broad plan within a wide sweep of the Saco, are often made. Near by is Lovewell's Pond, with thickly wooded shores, near which was fought that desperate battle with the Indians, so terrible in the slaughter of both the whites and savages—one of the most fierce and obstinate of the encounters with the Pequaket Indians.

HOTELS.

Of these there is no lack, and the visitor may suit his taste as to locality and style of entertainment. In the immediate vicinity of the new Eastern Railroad station is the new, large and commodious first-class hotel, the **KIARSARGE** House, Thompson & Sons, proprietors. It will accommodate three hundred guests, and is built and furnished on a scale of liberality which is sustained in the details of management. The building is lighted with gas, and the nearness to the station is a convenience to business men.

The Intervale House, kept by Mudgett & Son, located under the slope of Mount Pequaket or Kiarsarge, is within a beautiful enclosure of hills, and surrounded by attractive points easily reached by short walks from the hotel.



THE INTERVALE HOUSE.

Buildings are comparatively new, and it will be found to be a centre of attractions for those who tarry at this point. The McMillan House is to the southward in the direction of Artist's Falls.

The MASON HOUSE is a new hotel, complete in its furnishing, kept by the senior Mason, formerly of the Sunset Pavilion, so long and favorably known to the travelling public.

THE RANDALL HOUSE

is a commodious and well furnished hotel, kept by J. T. Randall, Esq., well known to the frequenters of this village, for several years. Carriages connect with the railroad trains from all the hotels.

No one will leave North Conway or its vicinity without viewing

CHUCORUA,

a "rocky mass of bare granite spires and shafts," the sharpest pinnacle of the entire region, excepting Mount

Adams, reaching an elevation of 3,360 feet. The scaling of its upright ledges is esteemed a test of courage and strength. It may be reached from Conway.

CONWAY, N. H.

This quiet valley town, on the banks of the Saco, though forgotten and overshadowed by the places of more general resort, has great charms for those who have learned to enjoy its quiet, and the beauty of the surrounding landscape. The village of Conway has been a favorite resort for years for lovers of country life. A summer residence here, with drives into the surrounding region is one of the pleasantest experiences of a lifetime.

THE CONWAY HOUSE,

L. H. Eastman, proprietor, is an excellent hotel. He will care for all who come, with faithful endeavor to make your stay pleasant. He has experience, tact and an accommodating habit, all essential to success in serving the public.

CHAPTER IX.

AROUND GORHAM.

The Androscoggin valley and the hills that enclose it, with the noble outlook from neighboring elevations, make a visit there a pleasant memory. Gorham is a point where the tourist naturally tarries.

THE ALPINE HOUSE

has been rebuilt, and the Millikens of the Glen House are to be the managers, a simple announcement that leaves no need of further endorsement, as the house is well known. The proprietors are public spirited and competent, being known from Maine to Georgia. The surroundings are charming. Visit the Alpine House if you are in its vicinity.

Mount Carter, Mount Moriah and the lesser and central "Imp," are three prominent features in the landscape to the south; the first 5,000 feet in height, the second, 4,700 feet, and the three forming the eastern slope of the Glen. The outline of Mount Moriah is a series of curves and flowing lines, softened by the luxuriant forests which clothe its waving slopes. Mount Carter is rugged, scarred and seamed, in the long slope which it presents to view at this point.

RANDOLPH HILL,

five miles from the village, is an elevation from which the finest imaginable view of the surrounding mountains may be had, and is a favorable point from which to study the rare combinations of the wild and rugged landscape.

THE PILOT HILLS,

to the northwest, are grand in outline, and in a deep cleft of the range the ice and snow among the immense granite blocks, in the cold shadows of the ravine, defy the extreme heat of the warmest summer. The Androscoggin hills lie along to the eastward, the noble outline of Mount Hayes to the northeast being the most prominent peak.

DRIVES.

A stay of a few days at this point enables the tourist to enjoy the fine drives in this vicinity. The drive to the Lead Mine Bridge, four miles from the village, near the abandoned lead mine, and noted for a favorable site from which to view the valley of the Androscoggin, with its chain of green isles and background of noble mountains, and the great White Mountains, robbed by their distance of their forbidding aspects, but standing out in noble outline in the vast picture here presented. There is also the drive to Shelburne, six miles below, and the view from Bald Cap Mountain; to Berlin Falls, six miles above the village—a series of rapids, where, for nearly a mile, the Androscoggin sweeps in a long, rapid descent, much admired for its wild beauty and fascinating power.

ASCENT OF MOUNTAIN SUMMITS.

The climbing of Mount Surprise, (1,200 feet elevation) by bridle path, requires no undue exertion, and the view commands an unobstructed sight of the great mountain range, and looks directly upon the wildest and most rugged scenery of the hills and the Androscoggin valley. No summit so easily reached commands so wide and charming a view as this. Mount Hayes, (so named in honor of a former landlady of the Alpine House), may also be ascended by bridle path, affording a view in which

Mount Washington stands out in all its majesty and grandeur, and the winding valley of the Androscoggin, with its clean banks, many islands, and noble enclosing hills, is seen for a score of miles.

FROM GORHAM TO THE CRAWFORD NOTCH.

The drive from Gorham by the Cherry Mountain road, a distance of thirty-two miles, affords a series of glorious views during the entire ride, enabling the traveler to avail himself of the extensive prospect from Randolph Hill, and a changing succession of panoramic pictures of the great range seen from this northern line of travel; especially is the view from the road in Jefferson one to be forever remembered, sweeping, as it does, a wide line of summits, standing in a vast arc of circling majesty. At the point where the Waumbek House is located, at the base of Starr King Mountain, (3,800 feet elevation), the finest view is had. At this House many halt for dinner, and for the enjoyment of the view from its piazzas. The house is distant seventeen miles from the Notch, thirteen miles from the Fabyan House, and twenty-eight miles from the Profile. The route from this point to the Profile House is through the growing and enterprising town of Whitefield and over the hills of Bethlehem. The road to the Crawford House or Fabyan House is along the valley towards the source of Israel's river, and the valley of the Ammonoosuc, passing through the town of Carroll and along the base of Cherry Monntain (3,219 feet elevation), beantifully wooded to the summit, with the peak of "Owl's Head" as its northern extremity.

Mount Moriah may be now ascended by footpath. From this summit of 4,700 feet elevation, reached by a path through thick forests and over bare ledges of the mountain side, the outlook is upon the sea of summits in a circle broken only upon the south-west by the open country of Maine.

CHAPTER X.

THE NORTHERN LAKE REGION.

It is not alone in the Adirondacks that sportsmen may have rare enjoyment. The region about the upper Connecticut and Androscoggin, needs only a sporting parson to tell the tale in glowing colors with romantic incidents and spice of humor, to attract that attention which has been turned so generally in another direction. Nor need there be any jealousy of rival localities, for a large class go forth every year with rod and gun seeking seclusion, following the forest shaded streams and making sharp echoes with the crack of rifles where silence has reigned for centuries. Of late, too, the lines of the angler have fallen in pleasant places about the head waters of those noble rivers that are fed from the system of lakes lying in the solitudes of the northern forest.

The prime question to him who travels, whether for health, pleasure, or business, is how he can best reach his destination.

GROVETON JUNCTION

is the station where the Boston, Concord and Montreal and White Mountains Railroad unites with the Grand Trunk Line. There is no difficulty in reaching this point via Lowell or Lawrence, Nashua or Manchester, Concord, Plymouth and Lancaster, and the B. C. & M. Railroad, (Office in Boston, 5 State Street). The distance to this point is 219 miles from Boston.

From this point, connecting trains over the Grand Trunk Railway take you to North Stratford, thirteen miles above.

Starting from Boston by the morning trains you reach North Stratford in the evening.

BRUNSWICK SPRINGS.

On the right, or Vermont bank of the Connecticut River, near North Stratford, where the Connecticut Valley widens and opens, towards the south-east a grand vista of mountain ranges and isolated peaks, are the Brunswick Springs. The hotel at this place is finely situated, and a



BRUNSWICK SPRINGS HOTEL—D. O. ROWELL, PROPRIETOR.

few rods from the house is a beautiful little lake, around which a road winds in graceful contour. The surroundings are very charming, with many inviting drives and walks, and no more attractive or healthful abiding place can be found.

The following is an analysis by Dr. H. A. Cutting, State Geologist.

"One spring contains 85½ grains of mineral to the gallon.

For this spring a qualitative analysis gives Potassium Carbonate, Lodium Carbonate, Calcium Carbonate, Magnesium Carbonate, Ferous Oxide, Sulphuric Acid, Silicic Acid, Carbonic Chlorine Acid.

This spring though Chalybeate is also strongly saline, being charged with alkaline salts. Very near, another spring boils up impregnated with sulphurated hydrogen. This has 55½ grains of mineral matter to a gallon. It does not contain so much saline matter as the others, yet it is a strongly chalybeate alkaline water, and both must be very useful in cutaneous diseases, also as an alterative. These springs resemble the Chalybeate Springs of Germany."

The view from the high terrace on which the hotel stands is extended and includes many of the northern peaks, including Mount Lyon, the Percy Peaks, the Pilot Range and some of the White Mountains. Hotel carriages will be found at the North Stratford station, which is on the Grand Trunk Railway, 12 miles above its junction with the Boston, Concord, Montreal and White Mountains R. R. at Northumberland. During the summer, excursions, (occupying a single day) can be made from the Brunswick Springs house to Dixville Notch and return. The prices at the hotel are very reasonable.

COLEBROOK.

A thirteen miles ride over a splendid road brings you to Colebrook. The stage fare is \$1.00, and at

THE PARSONS HOUSE

you can have good accommodations at from \$1.50 to \$.250

per day; indeed, this house has come to be a sort of hunters' and anglers' home at the seasons. If you are not equal to the stage ride same day, you can tarry at North Stratford, and proceed to Colebrook in the morning.

In the vicinity of Colebrook anglers find troutting a pastime productive of results.

Simm's Stream, two miles from Colebrook village, Mohawk River, running directly through the village, and Tallant's stream, just across the river, in Vermont, furnish an unbounded supply of quick-water fishing, and DIAMOND POND, ten miles distant, furnishes the more easy going sportsman with an unlimited supply of pond fly-fishing. The trout in all of the streams and ponds in this locality are of the finest flavor. Efficient and sober guides can be had at from \$1.50 to \$2.00 per day.

For a party to whom time is valuable, desiring a good day's sport, coupled with views of the grandest northern scenery, a day to be remembered may be spent in this wise.

Take an early start from Colebrook, good teams always to be had, and beyond and outside of the usual route of travel, visit the romantic pass known as

DIXVILLE NOTCH.

It is the most northern of the great natural wonders that crowd the White Mountain region. A dreary, forbidding and desolate pass, between vast decaying ledges and pillars of rock, threading the narrow roadway, which is maintained with some difficulty at the expense of the State.

It is fast becoming a place of resort from Colebrook, and many pass on through the Notch to Camp life, by the three lakes at the head waters of the Connecticut, and

trouting by the wild waters of the Magalloway river. Within and about the Notch are many objects of interest. The Silver Cascade is a wild waterfall at the northern outlet of the Notch. Ladders descend the rocky bed leading to the best point for a full view, and seats are arranged for the convenience of visitors. The Flume is a waterway well worth inspection, the bare walls standing squarely upright as though hewn by the hand of an artisan. The pulpit is a bold buttress of stone, more like the elaborate pulpit of "ye olden times" than the modern style. Here also is a veritable "Old Man of the Mountain," of diminutive size when compared with the grand "Profile" of the Franconia Range, but perfect in its resemblance to the facial outline. These and other points are indicated by sign-boards liberally scattered along the way by the owner of the lands. The ascent to Table Rock (eight hundred feet perpendicular height), the highest pinnacle, may now be easily made by rude steps cut to facilitate climbing. The view from this dizzy height is one to be sought and remembered. A small hotel is kept here during the Summer months.

"Clear stream," just beyond the Notch, abounds in the finest trout, the average angler seldom failing to be richly rewarded. This tour of the pass, with a good day's sporting, may be made and the party returned to snug quarters in the Parsons House by bed time.

A delightful trip is that up the Connecticut river, twenty-five miles to Connecticut Lake. The stage fare from Colebrook to the lake is \$2, and there is a cozy hotel at the lake, board from \$1 to \$1.50 per day.

At the lake and in the brooks and rivers easy of access from this hotel, and in the forests, there is rare sport for those skilled with rod and gun. The lake trout, or lunge, weigh from two to twenty pounds each, and the smaller beauties of the stream exist in abundance.

Those who wish actual experience in still hunting or "shining" the deer, can be gratified, as they frequent both first and second Connecticut lakes. Those who have not read the sporting parson's instructions will remember that the proper thing to do in case of failure to make a mortal shot, is to plunge into the crystal waters of the lake, sieze the wounded buck by the tail, and hang on until by skilful manipulation and application of force, the hunted beauty is brought low. There may be other ways to accomplish it, but this is the orthodox way.

A trip of about twelve miles across from Connecticut Lake to Pannachene, on the headwaters of the Magalloway River may be made by bridle path through the woods. Supplies must be carried through on pack saddles. Good guides can be obtained at Woolcot's Hotel, Connecticut Lake.

The trip to Pannachene, starting from Colebrook, by way of Dixville Notch, Errol Dam, Wentworth's Location and up the Magalloway River is another favorite excursion. The distance is twenty miles thrcugh the Notch to Errol Dam. Fare, \$2.50. W. W. Bragg has a good hotel at the Dam, and there is superb trout fishing thereabouts. Board, \$1.50 to \$2.00 per day. From Errol Dam you can take the steamer DIAMOND, twelve miles up the Magalloway, to BROWN'S HOTEL, or, you can go by the Hill road, distance eight miles, and a fair carriage way. Fare, \$1.00 by either conveyance. Brown's Hotel is a quiet retreat, patronized by fishermen and sportsmen. Charges, \$2.00 per day, with good accommodations.

T. P. FLINT, at his farm house, will also care for those who tarry with him, and give them good treatment.

Beyond this point there is a region of upper waters which the sportsmen should by all means visit, accompanied by efficient guides. Such guides can bere be had. Peter Abial Bennett is a good boatman, an excellent

fisherman, and a quiet, reliable guide ; he is a fair cook, slapjacks being a specialty with him. This is important ; a backwoods guide who cannot scientifically toss flapjacks to a hungry party, done to a turn the right shade of brown, and the proper degree of toughness, lacks an accomplishment necessary in his profession. Henry and George Flint, Horace Bennett, also Thomas, Alfred and Nahum Bennett, are worthy men and will direct you aright, and should do it for not exceeding \$2.00 per day.

In the vicinity of Brown's Hotel you have choice of great variety of trout-fishing, and good shooting in its season. At this point parties take a team to carry them and their boats and luggage eight miles to the head of Ariscoos Falls, at which point they embark in the boats and there are no more carrys for thirty-five miles up river. At this distance you arrive at Flint's carry, at the mouth of the little Magalloway. Here, by firing a gun, you can call S. F. Flint (know as "Spof," for short), with his enormous gray horse and moose sled ; with these he will transport you and your luggage to his camp on the banks of SUNDAY POND, where you will find a good table and any kind of a bed you choose to call for, hemlock, spruce or pine boughs, or the same variety in plank, but he will make you very comfortable ; you don't want to leave civilization behind and plunge off into the wilderness to find feather beds and curtained couches have preceded you.

On the way up to this point the sporting is excellent ; the Magalloway is fed by cold streams, any of them rewarding the fisherman who drops a line to the beauties therein.

"Spof's camp" is a central point from which you may reach the best sporting-ground on the continent. It is a roomy and commodious log-house on the banks of this pond. The trout filling the pond weigh from a few ounces

to ten pounds each, the latter size not being unusual or in small numbers. He does not, however, allow indiscriminate fishing to great extent, but his guests when about to leave can "gather them in" in reasonable numbers, and he has all the facilities, ice, moss, etc., for packing them, so that they will reach any part of the country as fresh as when starting from the wilderness.

One-half mile from "Spof's place," is the stone dam on the little Magalloway river, and here is a famous pool for trout. The Great Eddy, so called, on the main river, is less than three minutes' walk from this house, and the lake is less than two miles. He has cut a bridle path easterly four miles from his place to "Lincoln Pond"—a large sheet of pure water covering nearly five hundred acres, and until recently hardly visited by civilized man. Here the trout rush in schools for the fly, and, in the calm summer nights, the shores are lined with deer.

Of course there are some discomforts; lavender kids, patent leather and broadcloth are not plentiful in the region and may be left at home, but, to the lover of the forest's sports, to whom a week or a month in the dim old forests and upon the untainted waters is a revelation and a blessing, here is a field for rare sport.

Again, suppose you wish to go up the Androscoggin river with its great chain of lakes, you would start as in the route just before named and pursue the same course until aboard of the STEAMER DIAMOND. Now, instead of going to Brown's Hotel, you are set down by the steamer at Cedar Stump, one mile up the Androscoggin from Umbagog lake, (in low water you are put ashore at the inlet of the lake). There is good swift-water fishing at Cedar Stump, and from here to middle dam is a five mile carry. H. R. Goodwin carries across, charging from three to five dollars for carrying the luggage of a party of two or four and guides.

The outlet of Richardson Lake is at middle dam. There is a log hotel at this point run by H. R. Goodwin, where he can accommodate twenty-five guests. His charge is two dollars per day, and, at certain seasons, sportsmen are so plenty here that the log hotel becomes a storehouse for rods and guns.

Fred Barker owns and runs a steamboat on Richardson Lake, carrying fifty passengers. Barker is a veteran guide, knows every rood of the wild country hereabouts, has a personal acquaintance with the fish and game of the entire region; you can have no better cicerone to conduct you to their haunts and introduce you to them. From June first until the close of the fishing and hunting season, this little steamer makes a regular trip and return each day, running from Middle Dam to Upper Dam across the lake, eight miles, fare one dollar one way, or round trip one dollar and a half. The Upper Dam abounds in trout pools, so called because there are trout in them in abundance.

The outlet of Moosetocmaguntic, or Great Lake, is at Upper Dam, and here the same Goodwin who keeps the camp at Middle Dam has an ANGLER'S RETREAT that will comfortably accommodate forty or fifty persons, charges two dollars per day. From Upper Dam to Rangeley Lake across Great Lake and Cupsuptic is twenty miles, and trout fishing for the entire distance is A 1, until, in the late season, the great number of sportsmen who visit the region reduce the numbers and they become somewhat shy of them.

At Rangeley the sportsman can retrace his steps or pass down through Farmington, Maine, to the Grand Trunk at Danville Junction, near the Portland end of the line.

Parties from New York, Philadelphia, Boston, or any of the New England cities can reach this northern lake region more directly and readily, via the route first described—through Concord, N. H., thence northward past

Lake Winnipesaukee, through Plymouth, the Connecticut valley, Littleton and Lancaster, making Colebrook the base of operations and supplies. Grocers at Colebrook have catered to the wants of knights of the rod (both fish-rod and ram-rod), and they always have just what you want, or else something better than you have before seen.

Thus it will be seen that there is a great northern region of lakes and tributary streams, alive with finny dwellers and lithe-limbed game of the great forests; that the route thereto is devoid of hardship, the entertainment ample and abundant: and the reward for a journey is in renewed health, enlarged experience, and pleasant memories of a good time enjoyed. Tickets and information obtained at No. 5 State-street, Boston; or, for information, ask any sportsman who has made the tour of these northern lakes.

There is nothing more natural than to supplement your hunting and fishing trip by a few days' run among the great hills that lie along this northern route.

CHAPTER XI.

HISTORICAL AND DESCRIPTIVE.

The wild region of the White Hills is peculiarly bare of that historical interest and romantic association, which has given to every crag and ravine of Scotland and Switzerland a name and fame in romance and story ; the names, even of the grandest peaks and gorges, excepting the few musical ones of Indian origin, lack the merest suggestion of romantic beauty. One Darby Field appears to have been the first white man to leave a record of his ascent to the highest summit and view of the wild and rugged country below. His story, like that of most early discoverers, was garnished with accounts of shining stones and metallic riches in prospect. Vines and Gorges, magistrates of Sir Fernando Gorges, went thither in the fall of the same year (1642), ascending the Saco in canoes ; they appear to have climbed one of the highest summits, and made report not remarkable for accuracy.

An early chronicler has described the country to the north of the principal summits as "daunting terrible, being full of rocky hills, and clothed with infinite thick woods," and as a proof of his theory that the mountains were hollow, cites the "resounding of the rain" upon the rocky summits. The great White Mountain Notch was discovered in 1791, by two hunters—Nash and Sawyer. In 1816, a party of scientific gentlemen made extensive botanical collections and determined altitudes. In 1820, the whole range was explored by a party from Lancaster, altitudes of the highest summits were established, and the mountains received the names by which they have since been known.

With the early settlement of this rugged and forbidding region, the name of the Crawfords is inseparably connected, as opening the first ways of ascent to the mountain summits, and preserving a thorough knowledge of the hills. The tragic story of the Willey family is told in preceding pages. The desolate experiences and hardships of the isolated pioneers, whose names, even, are forgotten, who first established their rude homes in this rugged and forbidding land, die out with the venerable actors.

In climbing the highest summit, the tourist passes first through the dense woods around their bases, lessening in height, and thinning to the hardier varieties as the path enters the region of dwarfed shrubs and clinging mosses, and finally emerges upon the bare and desolate rocks of the higher peaks bearing no mark of the action of the waves or drift, clothed only with lichens, mosses and such plants as are peculiar to Polar regions. Many of the lesser mountains are beautifully wooded over their entire summits.

The mountains, in winter, present to the appreciative observer a rare beauty. Until within the last few years few travellers have had the hardihood to inspect its scenery when clothed in the snowy mantle which veils the summits for so many months, but for several winters parties have resided through the entire season upon the summit of Mount Washington, working in the interest of science, and have made valuable observations regarding the strength of the winds, the temperature and phenomena of these high altitudes, and witnessed the sublime and novel scenes presented from this elevation through the inclement months.

Traces of the Indians once inhabiting the mountain region are frequently found near the rivers and the ponds — about Conway, Fryeburgh and Ossipee, their implements, mounds and encampments are seen, and their musical tongue is preserved in the names of Chucorua, the

Pemigewasset, Ammonoosuc, Winnepeaukee, Androscoggin, and other streams. They had the highest reverence for "The Mountains of the Snowy Forehead," by some called *Waumbek Methna*, "Mountains of the White Rock." Among them, as with nearly all people, there was a legend of a *deluge*; one mighty and spotless chief and his squaw being taken by a whirlwind to the crowning summit, while all others perished. It was commonly believed among them that no intruders on these peerless summits ever returned alive, and that the mighty ruler of the Pennacooks, while coming with messages from the Great Spirit, was borne to the happy hunting grounds in a chariot of flame.

Of the family of Crawfords, so identified with White Mountain history, Abel Crawford was the pioneer, making a home on the "Giant's Grave," now leveled in the grounds of the Fabyan House. The name is preserved in the naming of many localities, and a majestic mountain peak, while the descendants are a hardy and noble race.

Bare of historic interest and legendary charm, and wanting in geological features of great peculiarity, these imperial hills by the simple majesty of their outlines and the bold combinations of their masses, attract each year, an army of tourists, surpassed only in number by the thousands who visit that central wonder, Niagara. The variety of attractions at the hills, the constant change of scene, the quiet beauty and startling outlines of contrasting landscapes, all together outweigh the solitary grandeur of Niagara's world renowned waterfall.

Of late, the solitudes among the hills have been invaded by rival railway and stage lines, and the monster hotels are populous with visitors from the cities during the summer months. Tourists agree that there is no place on the continent giving so much in return for a journey as this region of the White Hills. The scenes are endless in variety and wondrous in beauty, holding the visitor as with

a spell of enchantment. Along the Pemigewasset valley, at Bethlehem, Franconia, Jefferson, Lancaster, Whitefield, Littleton, and about Lake Winnepesaukee, or at Plymouth and Warren, are scores of small hotels and summer boarding houses, largely patronized by lovers of quiet country life. Indeed, there is hardly a town above Concord but has substantial addition to its population in summer, and, it is not unlikely this growing tide of travel will continue to increase until the summer sojourn at the hills will come to be an annual event in the lives of those who once enjoy the benefits of such recreation. In a multitude of the country and farm homes of the Granite State, summer boarders are made welcome, and all the delights of country living assured them.

CHAPTER XII.

NORTHWARD TO THE CANADAS.
MONTREAL.

Leaving Groveton Junction by either day or night trains (parlor cars), over the Grand Trunk Railway, North Stratford station is the point of departure for Colebrook and Dixville Notch (regular stage lines connecting), and Island Pond is a point where through express trains generally stop for refreshments.

ISLAND POND HOUSE is connected with the depot by a covered way, and is well and favorably known as a dining Station, or place for longer stay. DIMOND STONE is the proprietor.

SHERBROOKE, the station where the Passumpsic route unites with Grand Trunk, is a thriving and important Canadian town, having manufacturing interests of importance.

From Sherbrooke the route is northward to

RICHMOND,

(junction with the Quebec Division), thence westward through Durham, Acton, Upton, Britannia Mills, St. Hyacinthe, Soirante, Belceil and St. Lambert, through the Victoria Bridge to the great northern city of

MONTREAL.

Reaching this Canadian metropolis by either of the ways of approach described under the heads of routes,

your first question will, no doubt, be for a place at which to tarry during your stay.

At the



WINDSOR HOUSE,

JAMES WORTHINGTON, proprietor, R. H. Southgate, manager, a first-class, elegant and popular hotel, you will find all that the most fastidious need ask in the way of accommodation and attendance. The location is central, rooms large and airy, the management competent—in short, nothing wanting that can be had at a first-class hotel of established repute. Conveyance furnished for trips to all parts of the city and surroundings.

The Montreal House is near the landing of the foreign steamers and river boats, and convenient to all points of interest. Messrs. Decker & Co., proprietors, have had long experience in the keeping of first-class houses, and patrons will not be disappointed.

This commercial and financial metropolis of the Canadas is also the most populous of Canadian cities—some 140,000 souls. It is situated at the head of river navigation proper, five hundred and forty miles from the Gulf of St. Lawrence, on the island of Montreal, which lies between the broad St. Lawrence and the rapid Ottawa—

the two great rivers of the north. The island extends some thirty-two miles in length and ten in width, and is considered the garden of the Provinces. The surface is generally level, excepting the eminence of Mount Royal in the background, rising 550 feet above the river level, and from which the city takes its name, *Montreal* being a shortening or modification of *Mount Royal*.

The settlement of the town was determined upon by the first explorer, Jaques Cartier, in 1535, the site being that of the old Indian village of "Hochelaga," but the permanent founding of the city did not take place till 1642, and in one hundred years of growth it gathered a population of only four thousand souls; since then the growth has been rapid.

It was under French rule till 1750, when it passed into the hands of the English. In 1775 Ethan Allen made his mad attack upon the city with a handful of men, and was defeated and captured; but shortly after, in the same year, Montgomery entered the city in triumph. The water communication with the city is said to be the most extensive of any city in the world so far inland.

Here, as at Quebec, are the lower and the upper town, though not so plainly separated by unmistakable natural elevation as in the more northern capital. The lower town is somewhat cramped and gloomy in the laying out of narrow streets, and styles of buildings in the old French order, while the upper town has wide streets and squares, with large, imposing structures, built mostly of the grayish limestone of the region.

The broad quays of solid limestone are unsurpassed by any on the continent, and to accommodate the growing commerce of this thriving inland port, the docks and basins are continually being improved and enlarged. Vessels from all parts of the world lie at its wharves: ocean steamers of three thousand tons, and sailing vessels

of twelve hundred tons can reach the city and be accommodated in the harbor. A wide terrace, faced with gray limestone, crowned on the parapet by a durable iron railing, divides the city.

VIEW OF THE CITY.

Approached by the river, by steamer from Lachine, the sight presented to the stranger is one of rare interest and beauty ; the glittering spires and great domes and towers combine in royal proportions ; the enduring structures of cut stone stretch in a long line upon the river front. Mount Royal is in the background, and you pass beneath that great triumph of modern enterprise and engineering.

THE VICTORIA BRIDGE,

which serves the important purpose of giving uninterrupted rail communication between the Eastern States and Canadas and the Great West. It is used only for railway transit and gives to the Grand Trunk Railway full control of railway approaches from the East. This great work, sometimes classed as the eighth artificial wonder of the world, was completed in 1860, under the superintendence of Robert Stephenson and his associates, and is one and a quarter miles in length, or two miles including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet, the remaining ones two hundred and forty-two feet, with massive abutments ; the bridge tube is of iron, twenty-two feet high by sixteen wide, slightly lessening at the ends. It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river lever is sixty feet. Three million cubic feet of masonry and ten thousand tons of iron enter into the construction of the gigantic work. There is an opening in the centre affording a magnificent river

view. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, though seeming much longer to the passenger. By obtaining a permit at the office of the Grand Trunk Railway, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

PLACES OF INTEREST.

Of massive buildings, combining strength and permanence with architectural beauty, there is no lack in Montreal. On Great St. James Street, the post office is a beautiful building of cut stone; adjoining, and of more elaborate architecture, is the Bank of British North America. On the same street is the building constructed of sandstone, and perhaps the finest in the city, known as Molson's Bank, and the fine building in the Italian style, with an elaborately decorated lecture room, known as the Mechanics' Institute.

On Notre Dame Street, built in the Grecian Ionic style, is the new Court House, of elegant proportions and material. The old Government House is on the same street.

The Nelson Monument at the head of Jacques Cartier Square, is a column of grey limestone crowned with the figure of the hero of Trafalgar.

The Champ de Mars is the parade ground for the garrison regiments and volunteer soldiery. Three thousand troops may be reviewed upon it, and it is a favorite promenade for citizens. Here the fine bands of the regiments often discourse sweet music during the summer evenings. Facing this square is the Geological Museum with its extensive collection of specimens.

Viger Square, near the Champ de Mars, is beautifully laid out as a garden, with conservatory, fountains, etc.

On St. Catherine-street is the English Cathedral, the most perfect specimen of Gothic architecture in America, surrounded by a cluster of lofty spires.

Bonsecures Market is a magnificent edifice, the dome of which attracts attention as you land from the boat. The upper stories contain the city offices, a magnificent hall or concert room which will seat 4,000 persons, and the rooms of the City Council most elegantly ornamented and arranged. The location is at the corner of Water and St. Paul-streets.

The McGill College, so called from Hon. James McGill, who liberally endowed the institution, has extensive buildings and museum.

The dry goods and hardware trade centers are on St. Paul-street, which presents a fine line of warehouses. The great center of interest for strangers is the French

CATHEDRAL OF NOTRE DAME,

the largest church edifice in North America, holding within its walls 10,000. The building is two hundred and sixty feet long by one hundred and forty feet broad, and two massive towers flanking the front upon the square rise two hundred and twenty feet. There is a famous peal of bells in the left tower, one of which is the famous "Gros Bourdon," weighing fifteen tons, and having a deep base intonation. The prospect from the right tower, which can be ascended by payment of a slight fee, is wonderfully wide, looking out upon the broad waters, the islands and shipping of the St. Lawrence, the rapids of Lachine, the distant Vermount hills and the suburban villages. The Seminary of St. Sulpice adjoins the Cathedral, and is surrounded by spacious gardens and court yards. In near vicinity, around this fine square,

are the noble buildings of the important Banking and Insurance companies of the dominion.

DRIVES.

The Canadian carriage is kept with scrupulous neatness, the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you, and the prices, unlike American coaching fares, do not spoil the fairest prospects by threatening total ruin to your finances. A vehicle drawn by two horses may be had at a charge of one dollar for the first hour, and seventy-five cents for additional hours; for carriage with one horse, for one or two persons, fifty cents first hour, and forty cents for additional hours, is about the usual charge; and, for trips to the suburbs, charges vary with the number of the party and distance. Carriages will be found at the railway station, and the tourist can proceed immediately on his ride through the city, if pressed for time.

The drive of nine miles around the mountain, visiting the Mount Royal Cemetery, two miles from the city, on the northern slope of Mount Royal, approached by a broad avenue, and of itself well worth a visit, is a trip which should by no means be omitted, affording as it does, commanding and attractive views of the Canadian metropolis and the great river of the North, whith no lover of the beautiful and the grand in landscape, should fail to enjoy.

The views obtained from the Water Works Reservoir, a mile from the city, cut in the solid rock, are extensive and interesting. A drive down the river bank, to Lougne Point, is in great favor with the people of the city, and will prove of interest to visitors.

The drive which, perhaps, will prove of greatest interest is that of nine miles to the village of Lachine. The La-

chine road leads along the banks of the St. Lawrence, and during this drive, by selecting the proper time, the descent of the steamer through the Rapids may be witnessed. The rapids, below Lachine, have a fall of forty-four and a half feet, and the descent of these by steamer is one of the sensations of your visit. Every morning (in summer) a train leaves the railroad station on Bonaventure street at 7 o'clock, a. m., for Lachine, connecting with the small steamer at the railroad wharf, for the trip down the rapids. Caughnawaga, the English village opposite, is the point from which Baptiste, the renowned Indian pilot, comes out in his bark canoe to pilot the boats of the Canadian Navigation Company through the Rapids. These Rapids offer the greatest obstacle to navigation of any on the river, and that immense work, the Lachine Canal, eight and one-half miles in length, was constructed to avoid this obstruction. Improvements about to be made will enable all descending steam craft to keep the river, leaving the canal exclusively to sailing vessels and ascending boats.

The morning trip to Lachine with the return by steamer through the rapids, and beneath the largest and most noted bridge in the world, giving the favorite view of the city, and landing you again at the wharf by 9 o'clock a. m., will prove a wonderful appetizer and a lasting pleasure.

MONTREAL TO QUEBEC, BY RAIL.

Those who prefer the rail route to a night trip by boat, can leave the station, Bonaventure street, pass through the "Victoria Bridge," before described, through St. Lambert's, Beloeil, St. Hillaire, St. Hyacinthe — with its extensive nunneries and church buildings — Britannia Mills, Upton and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles, to Quebec. Along this

line the scenery will be somewhat bare of interest to a majority of travelers, and, in a sleeping car, the traveler may, perhaps, with great propriety, take his ease and gather strength for his tour of Quebec. The stations are Danville, Warwick, Arthabaska (branch from this point to Three Rivers), Stanford, Somerset, Becancour, Lyster, Methot's Mills, Black River, Craig's Road, Chaudière Junction and Point Levi (the Quebec station). The country passed through on this line has a sameness of aspect, and the stations are not points of particular importance, other than as freight and trade centers for the adjacent country. A railway along the north shore of the St. Lawrence has been finished, uniting the two great Canadian cities, a great convenience and advantage to pleasure and business travel.

CHAPTER XIII.

QUEBEC.



CITY OF QUEBEC.

On your arrival in Quebec, your inquiry for a first-class hotel will be answered by your being directed to that excellent house, the **St. Louis HOTEL**, on St. Louis street, **WILLIS RUSSELL, Esq.**, proprietor.

This is a long established and favorite house, complete in all its arrangements, efficient and liberal in its manage-



ST. LOUIS HOTEL,

ment, affording to its guests all wished for accommodations. The location is central, near the delightful and fashionable promenades and terraces of this grand old city. The management is the best, and substantial plenty, and commendable neatness in every department are characteristics of the house. The accommodations are for five hundred guests, and with the recent enlargements and improvements, the most exacting cannot fail of satisfaction. Carriages at reasonable rates for the tour of the city and surroundings may be had at the hotel, and valuable information regarding the attractions within and around the city.

THE RUSSELL HOUSE,

corner of Ann and Garden streets, is kept as an auxiliary of the St. Louis, and offers especial accommodations to commercial travellers, business men, and all others who may temporarily or permanently locate here.

Quebec was the capital of French Dominion in America—the western Gibraltar and key to the great St. Lawrence valley. When approached by rail the city is seen in the first promise of its unique beauty from Point Levi. From the ferry passage, or by the river approach from above or below, the view is no less beautiful and novel. The *upper* and *lower* towns are here no imaginary divisions but separate and distinct. The former crowning the lofty promontory of Cape Diamond, with its line of massive fortifications, and containing the fine residences and public buildings, is the quarter of fashion; the latter extends along the narrow strip of land beneath the cliffs and under the overhanging walls to the suburb of St. Roche. St. Peter street is the principal street of this section, and along its line and branches and upon the wharves, the banks, insurance companies, offices of merchants, and the smaller hotels are located. The city is one of the largest lumber ports on the continent, the great rafts of timber lying by acres along the river banks and in the coves. The city is supplied with water from Lake St. Charles, nine miles distant, above the falls of Lorette.

No city on the continent impresses the tourist, by the startling peculiarities of the site and the novelty of its general aspect as this "ancient capital," or stamps its impress so indelibly in the eye and memory. It was founded by Samuel de Champlain, the French geographer, in 1608, on the site of the Indian village of "Stadicona," at the confluence of the St. Lawrence and St. Charles rivers, three hundred and sixty miles from the mouth of the St. Lawrence, and one hundred and eighty miles below Montreal. It is said, with show of truth, that the line of many of the streets follows the old footpaths of the Indian village.

The view from the ramparts and terraces of the upper town looks down upon a curious scene of activity upon

the wide wooden quays and winding narrow streets of the lower town, crowded with vehicles and the busy populace, dwarfed to liliputian proportions as viewed from the height, while you look into blackened throats of the chimneys and upon the moss-grown roofs of the time-browned buildings. The city has suffered greatly from fires in time past.

A massive wall of hewn stone of nearly three miles in length, and of varying, but everywhere forbidding height and thickness, with projecting bastions and frowning cannon, communicating with the outer world by five massive gates, encloses the better portion of the upper town. Prescott Gate, by which you enter the walls from the landing, has been demolished, on account of impeding travel. This gate, and Palace and Hope gates, communicate with the lower town; St. Louis Gate with the suburbs in the direction of the plains of Abraham; St. John's gate with the suburbs of St. Roche, and Beauport, and is the gate through which you pass in the drive to Montmorenci. The principal street of the lower town is St. Peter street. In the upper town, St. Louis street and St. John street communicate with the gates of same name, and are the main avenues of union with the suburbs. The St. Foy and St. Louis roads are the principal outside ways of travel and are lined with the residences of the gentry. Driving out through St. John's gate over the St. Foy road and returning by the St. Louis road, you pass a net-work of country seats, each enclosing grounds of wide extent; noble old manor houses, surrounded with luxuriant forest trees; elegant mansions and spacious cottages, shaded avenues, wide views, and numerous points made historical by the remarkable and tragic events which have enwrapped with historic interest nearly every rood of soil in and about this wonderful city, where the rival nations of the earth contended for western supremacy, and

the pioneers of civilization and heroes in warfare won deathless names for courage and daring. Mount Hermon Cemetery, beautifully laid out, enclosing thirty-two acres, is three miles out on the St. Louis road. The form of the city is that of a triangle, the base towards the Plains of Abraham, and the St. Lawrence and St. Charles on either side. In and about it all seems distinctively quaint, curious and old, giving the impression that you have in some way been set back a century in the path of progress, and are looking upon scenes of long ago.

The harbor is the noblest on inland waters. A fleet of the largest vessels ever constructed can manœuvre in its waters, and craft of every description, from the ocean steamship and monster merchantman, to the shell-like canoe and tiny sail boat, are found upon its waters.

THE CITADEL OF QUEBEC

will, perhaps, prove the point of greatest interest to many, from the historic associations connected therewith, and from the fact that, judged by the older systems of gunnery and defence, it was considered an impregnable fortress. It covers some forty acres of enclosed area, and is some three hundred and forty feet above the river level. A few years ago, a loosened rock fell from this frowning wall into the street below, causing the loss of five lives, and the destruction of dwellings. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. Within are the slightly rising parade ground, the bomb-proof quarters, storehouses and hospital buildings, the numerous magazines, implements, stores, guns of every calibre, supplies and ammunition, and the various combinations and material for defence, which your military attendant can best describe, and the inspection of which can but prove of lasting interest to all visitors.

On the forbidding river walls and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river; ditches, breastworks, and frowning batteries, command the approaches by land from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river, three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds of calibre of guns, mortars, howitzers and munitions of war, will be viewed with eager interest. The wide outlook from the river wall of the citadel will also enchain the attention of the visitor who is fortunate enough to look, in the soft light of the declining sun, upon the bold promontories, smiling fields, picturesqe villages, glittering roofs and spires, wide, tranquil waters, and distant plains and forests, which combine in the wide and charming landscape.

Across the river, the view is directly upon the settlement of Point Levi, where, in 1775, the little army of Arnold rendezvoused, after that memorable march through the wilderness, and made the mad attempt to dislodge the English forces within the city. Modern fortifications, of great strength, are being erected at this point. The identical spot where the brave Montgomery fell, in a winding sheet of snow in the cold December storm, is pointed out to you from the citadel walls, and in your ride about the city, the low-roofed building to which his remains were conveyed, will be pointed out; as also the street where Arnold's forces were defeated and captured. Looking down the river, the Island of Orleans — nineteen miles long, and five and a half miles wide — swells in flowing curves from the river; a fruitful, populous and beautiful land.

To the west, you look upon the Plains of Abraham and the brink of the precipitous bluffs scaled by Wolfe and his

brave soldiery, in that memorable surprise and victory in 1759, immediately following the humiliating defeat at Montmorenci. Upon the spot where the brave commander fell, a granite shaft briefly tells the story of his victory and death, at the early age of thirty-three years.

POINTS OF INTEREST.

There would seem to be no end to the points of interest to which the tourist may be taken, in and around this ancient city ; but one of the principal, and often the first, is the eight mile drive through St. John's gate, over an excellent paved road, supported by tolls, through the suburb of St. Roche and Beauport, to the falls at the mouth of the small, but rapid Montmorenci river, known as the Falls of Montmorenci.

As you cross the St. Charles river, in leaving the city, the vessels in process of construction attract attention. In the building of substantial and durable vessels, Quebec has gained enviable fame. The scene along this drive is entirely French ; the women perform the labor in the gardens, and are seen going to and returning from market in the old market wagons drawn by Canadian ponies. The conversation of the native is in French.

A few miles out you will be shown the unique and ancient cottage where Montcalm had his headquarters at the time of the celebrated battle with Wolfe, and near which fought the first and unsuccessful battle for the possession of the key to the Canadas. It is allowed to remain in its ancient condition, and is eagerly viewed by the thousands who pass it during the season of summer travel. On either side of the road from this point, in close proximity to the street, are the quaint little Canadian cottages, set at every imaginable angle with the road, white as the snow, in their summer coating of whitewash, with steep roofs, odd stone chimneys, and out-door ovens, all

with a look of neatness and thrift. We do not remember seeing even an approach to the squalid or filthy, in the whole line of humble cottages.

Reaching the little Montmorenci river, you look about you on historic ground, for here was fought the unsuccessful and nearly disastrous battle of Montmorenci, which immediately preceded Wolfe's final victory on the plains of Abraham. Registering your name at a little hotel, the landlady of which is entirely competent to the management of the establishment, and paying a small fee exacted as owners or lessees of the land through which you pass, you follow a path through the fields, around a cove of the St. Lawrence, and look across the intervening gulf upon the beautiful fall of the Montmorenci, two hundred and forty feet descent, into the St. Lawrence, over the almost perpendicular wall of the bluff.

If you have come expecting to look upon a mighty cataract, falling with deafening roar and mighty force along trembling descents, you will be disappointed ; but, if a delicate ribbon of snowy whiteness, rolling over the bluff and melting into the waters below, appearing as white, pure and gossamer-like as the folds of a bridal veil, has charms for you, then this delicate leap of the feathery foam, over the worn rocks of the almost perpendicular bluff, will live in your memory a rare scene of picturesque and dreamy beauty. The width of the main stream is about fifty feet, widening at high water to sixty or seventy feet. On either side of the main descent, small streams creep down the seams of the rocky wall in serpentine lines of white or silvery brightness. Another view is to approach directly to the brink of the fall, descend a flight of steps built down the steep wall of rock, and stand where the foam and spray rush past you into the white mass below.

On either side of the fall stand the towers of the Sus-

pension Bridge, erected several years ago, and which, from some imperfection, gave way, precipitating a laborer



FALLS OF MONTMORENCI.

and his family, who were crossing in a rude cart at the time, into the seething mass below. The bridge was never rebuilt, and the towers stand solitary upon its banks.

The falls are a favorite place of resort in the winter for the Canadians, the spray freezing in a huge icy cone, down which a daring coasting feet is performed, known in local phrase as "tobogganing." The "Natural Steps," three quarters of a mile above the falls, extend for half a mile along the limestone banks of the river, and have the regularity of the work of human skill.

Returning to the city by the same, or a different route, you will be interested by the view presented from the different points. The tin roofs of the larger buildings, and spires of the churches here, as at Montreal, St. Hyacinthe and the larger villages, preserve all their dazzling brilliancy and, as the sun falls upon the domes, spires and

roofs of the city, it needs no poetical imagination to remind you of the brilliant pictures of oriental cities. How this lasting brightness is obtained, whether by the peculiarity of climate, or non-corrosive quality of the metal, we have not seen explained. Once more in the city.

DURHAM TERRACE,

early famed as affording a view, considered by many as second to none in the world obtained from within settled town limits, will detain you for a time, as you overlook the broad landscape spread below, and described in the outlook from the citadel walls.

THE GOVERNOR'S GARDEN,

or garden of the fortress, is a point of interest chiefly for the monument (sixty-five feet in height), erected to the memory of those two brave commanders, Wolfe and Montcalm, who, though in life brought into deadly enmity, are united in the memories and honors of the future.

The Grand Battery, the Esplanade, the English Cathedral, the Ursuline Convent—founded early in the seventeenth century—with its fine paintings, the University of Quebec, the jail, and Quebec Music Hall, with the Custom House and Exchange in the lower town, and the ship yards, river docks and manufactories on the St. Charles river will repay a visit, if your stay admits.

LAVAL UNIVERSITY

was established under Catholic auspices, but it is open to students of all creeds and nations, and a visit thereto is of great interest to people of culture. In the provision of apparatus and diagrams, and in securing the highest talent in its instructors, in the wide range of sciences which the student may study with best assistance, and in facilities afforded to acquire superior instruction in the

learned professions, this institution is probably second to none in the States or Canadas. The laboratories, lecture-rooms, cabinet and library are superior in accommodation and unusual in extent. In the Seminary Chapel attached to this University are the celebrated paintings by Champagne and others, and in the French Cathedral are fine productions of Vandyke and others, and the interior of this old church is of rare beauty.

THE PLAINS OF ABRAHAM

will receive an early visit, invested as they are with historic interest and tragic legends, which lapse of time seems only to heighten and intensify — the scene of the most daring military manœuvres and signal victory of the time. On the spot where Wolfe fell, on this noted plain, is seen the modest monument to his memory, and the distance to the path by which the famed ascent of his army was made, is not great. It is somewhat shorn of its rugged character, by the leveling effects of time and the elements, but is still precipitous and forbidding.

ISLE OF ORLEANS.

Do not omit during your stay to cross by the ferry boat to this fair Island and take the drive around it which offers that continuous and varying circuit of outlying scenery which you can ill afford to miss, including views of the Falls of Montmorenci, the Laurentian Mountains, Cap Tourment (1,100 feet in height), the villages upon either side in picturesque surroundings, and the beauty of the fair isle itself, with the broad, encircling river, and the craft upon its bosom, and the grand old city of the north, in the distance — all memorable points in the history of the olden times.

CHAUDIERE FALLS,

visited via Point Levi, on the river of the same name, nine miles above Quebec, have a descent of one hundred and thirty feet, the river being four hundred feet wide at this point.

FISHING.

Those making Quebec their headquarters for excursions for sporting, can easily reach, by steamer down the river, in the branches of the St. Lawrence, or in the Lakes at no great distance from the city, unequalled opportunity for the exercise of their skill, with sure promise of reward.

CHAPTER XIII.

NORTHERN VERMONT.

At **WELLS RIVER**, the Boston, Concord, Montreal & White Mountains Railway, the Connecticut River Railroad, the Passumpsic River Railroad, running northward, and the Wells River and Montpelier Railroad continuing westward—form a junction, and tourists may (by taking the train over the Passumpsic River Railroad) pass northward to interesting and picturesque localities in northern Vermont. The route is up the valley of the Connecticut river, which it leaves at Barnet; thence following the romantic valley of the Passumpsic, which, with the adjacent country, all who have an eye for the picturesque and pastoral will view with continued pleasure. Pullman Palace Sleeping cars are run, and one can sup in Boston, take a berth in a sleeping car, and rise to a breakfast of lake trout at Newport, Vermont, in the morning.

ST. JOHNSBURY,

twenty miles from Wells River, is one the finest of Vermont towns, noted for its thrift, enterprise, romantic situation and importance as a manufacturing center. At this point the Portland and Ogdensburg Railroad intersects the Passumpsic line.

A stay of a day at St. Johnsbury will be a day well spent, and the Scale Works of the Messrs. Fairbanks are the feature of the town. All these gentlemen have most liberally contributed to the development and beautifying of the town which everywhere bears their marks. The extensive manufacture of every class of Scales, from the immense dock and railroad scale to the tiny balance of

the banker, all equally nice in adjustment, and correct in plan of construction, is here carried on by skilled workmen, directed by indomitable energy and true business tact and honor. This is the shire town of Caledonia county, it is the important center of northwestern Vermont, has fine county and school buildings, beautiful natural surroundings, and an industrious and fast increasing population. The growth of railroad facilities by the completion of the railway to Portland, through the heart of the White Mountains, cannot fail to add to its prosperity and importance. The

ST. JOHNSBURY HOUSE,

recently refitted and renovated, kept by J. B. WALKER, Esq., is a good, first-class hotel. Few places of its population in the country have so many of the desirable institutions and luxuries usually supposed to be found only in the large and wealthy cities; for this reason, as well as its healthy location and pleasant surroundings, with the acknowledged public spirit of its manufacturers and people, the village is desirable for people of leisure, as well as a favorable point for business.

The AVENUE HOUSE, near the depot, has recently changed proprietors. The new management are well spoken of by the travelling public.

Continuing northward from St. Johnsbury, just before reaching Lyndon, you will notice one of those charming waterfalls which so often break the flow of the rapid Passumpsic River. At Lyndonville are the repair and construction shops of the Passumpsic railway line, and a growing country town, West Burke, thirty-seven miles from Wells River, is the station from which passengers leave, by stage line, for Lake Willoughby. Burke Mountain, a bold elevation of 2,000 feet, will be observed to the right as you approach this station, and a good view

of the eastern wall of Lake Willoughby is had as you near this point.

WILLOUGHBY LAKE.

The hotel at this lake is six miles distant from the West Burke station; conveyance may be had at the hotel at this point for the lake, and no doubt a regular stage line will be run in the season of pleasure travel. This wonderful sheet of water lies between two mountain walls, evidently once united, but torn asunder by some terrible convulsion of nature in remote ages. The surface of the lake is nearly 1,200 feet above sea level, and the mountain walls tower on either side to the height of nearly 2,000 feet above the lake. Under these frowning walls, on the narrow bank, threads the roadway.

Mount Willoughby, or Annanance, the eastern wall, is nearly 2,000 feet in height, and Mount Hor, on the western side, is of somewhat less elevation. From the summit of these heights you may look to the southeast upon the White and Franconia mountains, westward to the bold peaks and ranges of the Green Mountains, northward into the Canadas and southward along the wide valley between the great mountain ranges.

At one point from this height you can look down, a sheer descent of 2,500 feet, upon the pure, transparent waters of the lake below, visible in its every outline and feature.

THE WILLOUGHBY LAKE HOUSE

is a commodious hotel, accommodating a hundred guests, finely situated, overlooking the lake to the northward.

We will now continue by rail from West Burke northward.

Irasburg, a favorite resort for those loving the quiet of the pretty village near the Lowell mountains, is reached

by staging from Barton's Landing, three and one-half miles, and, continuing on, at sixty-five miles north of Wells River, the pretty village of Newport comes into view, the inviting exterior of the Memphremagog House, close by the railroad station, gladdens the eyes of tired travelers, and the calm waters of Lake Memphremagog, with the fine steamer at the landing, give promise of enjoyment and comfort in prospect.

NEWPORT

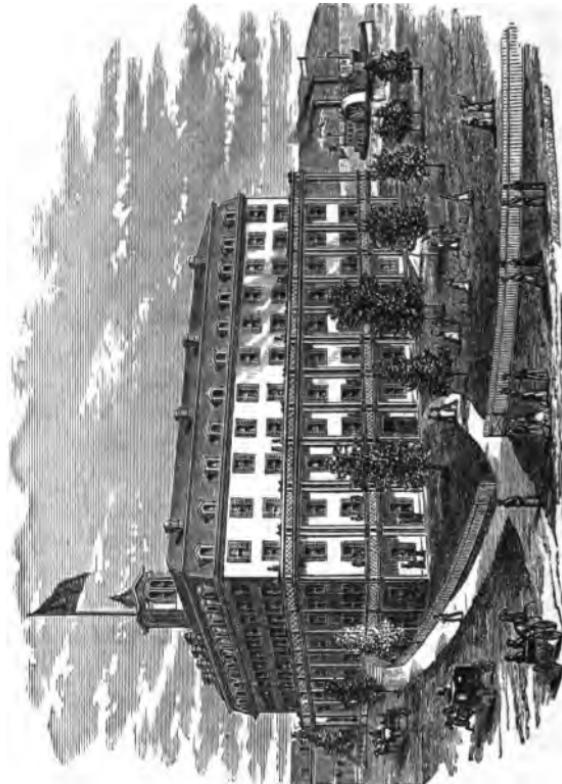
is a station from which the attractions of the lake are reached, and is a cheery, pleasant village in the midst of grand and varied scenery, where the summer heats are tempered by the cool breeze of the placid lake. Its older inhabitants may perhaps, "a tale unfold" of smuggling in the olden time, but, since the village has become important as a railway and business center, the old order of things has passed away, and "ways that are vain" no longer engage the attention of the busy populace.

From the slight eminence, to the south of the village, known as Prospect Hill, you may overlook the country for miles in every direction. In the early morning or at close of day the view of the lake with its irregular outline, many islands and the changing hues imparted by the rising and setting sun, is peculiarly fine from this elevation. Jay's Peak, Willoughby Mountain, and the high summits of Mount Orford, Mount Elephantis and Owl's Head, are all seen to advantage.

THE MEMPHREMAGOG HOUSE

is a fine, spacious and well kept hotel, within a stone's throw of the railway station and the steamboat landing on the shores of the lake. It is of five stories, will accommodate four hundred guests, and the outlook from

its extensive balconies towards the lake, upon the peak of Owl's Head, which looms into view, and the surrounding scenery is attractive to the visitor coming from the dust, heat and noise of the crowded city, and a promenade in the quiet evening hour along its ample verandahs is one of



THE MEMPHREMAGOG HOUSE.

the delights of summer travel. The proprietors are gentlemanly and experienced landlords. Sail and row boats are furnished by the landlords at any time, to suit the wants and tastes of excursionists or sportsmen, and for the fine drives hereabouts good teams may be had. The

drive to the summit of Jay's Peak, in the towns of Westfield and Jay, thirteen miles distant, is one which all should take. A list of drives, with distances, is conspicuously placed in the hotel. The village of Stanstead, just over the Canada line, is often visited, and Clyde and Coventry Falls are within easy driving distance. Despite all other attractions, your greatest interest will centre in the

BOAT TRIP DOWN THE LAKE.

Lake Memphremagog, two-thirds of which lies in Canadian dominions, is the charming rival of Lake George, which it resembles in conformation. Its length is thirty miles, the breadth about two miles, widening in some portions to six miles. The bold, rock-bound shores, numerous wooded islands, the shadowing peaks of lofty mountains, rising, in some cases, to 3,000 feet in height, with slopes of luxurious forests and greenest verdure, serve but to heighten the charm of this "Beautiful Water," supplied from the pure, cold streams of the surrounding mountains.

The new, staunch, iron steamer, "Lady of the Lake," one hundred and seventy feet in length, and a model of neatness and convenience, leaves the landing near the hotel and railway depot each morning at about eight o'clock, also after dinner for the second trip, the run being made in three hours each way. Her commander, Capt. Fogg, has for a lifetime known every point upon these waters, and can give valuable information or amuse you with stories and legends innumerable, pertaining to the old-time history of this wild and secluded region. The zigzag course of the steamer gives you a trip of nearly fifty miles sailing, from Newport to the village at the northern outlet — Magog — a Canadian hamlet with a background of forest extending to Mount Orford.

Space will forbid the attempt even to notice all the pla-

ces and objects of interest around this lovely sheet of water, lying in its narrow, deep and shadowed basin.

The eastern shores are fertile and sparsely populated with a farming community; the western shore is more bold and abrupt, rising, in many places, in frowning bluffs of several hundred feet elevation. The small Canadian village of Cedarville, in Stanstead, is on the eastern side, so named from the surrounding cedar groves, and beyond is Fitch's Bay, with the island at its entrance. Here also is the bold peak of

OWL'S HEAD,

a name applied to many summits in the mountains. This is a regular, cone-like summit. Leaving

ROUND ISLAND,

a cedar-crowned swell of rock-bound land, rising from the lake, about a half mile from the base of Owl's Head, which you are now approaching, the boat lands you in a few minutes at the wharf of that land-locked and mountain-shadowed hotel, the MOUNTAIN HOUSE. The view of the lake from this hotel is unrivalled, and the facilities for fishing and sporting attract that class of tourists in large numbers. The ascent of Owl's Head is made from this hotel. There are curious and prominent way marks on the ascent, and the prospect is grand and extensive, extending with favorable weather to Montreal and the great St. Lawrence river, over the whole extent of the lake and the cluster of lakes, ponds and system of rivers, with the ranges, peaks and villages around the wide sweep of view.

Eastward from the Mountain House, near the eastern shore, is Skinner's Island, and on its northeastern shore is Skinner's Cave, a narrow den in the rock, some thirty feet deep. The legend of Uriah Skinner, the bold "Smug-

gler of Magog," is too long for our pages, but 'tis said he took refuge from pursuit in this cave and there perished, hence the name of "Skinner's Cave," and grave.

Steaming northward from this point the great mountains rear their huge masses into view. Owl's Head, Sugar Loaf, or Mount Elephantis, the Hog's Back, and, away in the distance, Jay's Peak. Meanwhile, Long Island, with its bold shores, has been passed, and on its southern line is the famous

BALANCE ROCK,

a huge granite mass, balanced upon a point, close to the water's edge, an object of interest to the learned and the curious. The eastern shores are now abrupt, and residences of wealthy Canadians crown the heights. Molson, the Montreal banker, has here his summer residence, and is the proprietor of an island near the eastern shore.

Georgeville is a place of some importance, where stop is made for the mails, and you steam across to the western shore to Knowlton's Landing. Stages run from this point to Waterloo, on the Stanstead and Chambley Railroad, where cars may be taken for Montreal and intermediate points. Steaming on from this landing, and rounding the bold, rocky promontory of Gibraltar Point, you have a wide view, with

MOUNT ORFORD

in the distance—the highest summit of Lower Canada, 3,300 feet elevation, distant five miles from the village of Magog, and may be ascended by carriage roadway to the summit.

MAGOG,

or Outlet Village, is the terminal point of the trip—a true Canadian settlement. The *Parks House* affords you en-

ertainment, but good dinners may be obtained on the boat. Passengers can here take the stage line to Sherbrooke, on the Grand Trunk Railway (a ride of sixteen miles around Mount Orford), or to Waterloo (twenty-one miles), on the Shefford and Chamby Railroad.

But most of those who come, however, will make the return trip to Newport, viewing the fine scenery along the shores in reverse order, and continue their journey to Montreal by

THE SOUTH-EASTERN RAILWAY,

a new line from Newport, shortening the distance and saving time to the tourist, and affording to through passengers from the Connecticut valley, especially from its northern portion and from the White Mountains, a short and direct route to the Canadian metropolis. This route is along the valley of the Clyde river, via Richford, West Farnham and St. Johns, to Montreal, through the Victoria Bridge. Trains are now run in connection with the Connecticut and Passumpsic Express Line (no change of cars) and afford all the accommodations and improvements demanded by first-class through travel. The old Passumpsic line northward runs along the Massawippi valley, by the shores of Massawippi lake, uniting at Sherbrooke with the Grand Trunk line for Montreal, Quebec and intermediate points.

CHAPTER XIV.

FROM WELLS RIVER TO MONTPELIER, THE STATE CAPITAL,
THENCE WESTWARD TO LAKE CHAMPLAIN, LAKE
GEORGE AND SARATOGA SPRINGS.

This route gives railway facilities to a section of country heretofore destitute, passes through a fertile region rich in agricultural products and lumber, landing the passenger in the heart of the State, at the old capital town of Montpelier.

On this new route are several towns of importance, Ryegate, Groton, Mansfield, Peacham and Plainfield on the way to

MONTPELIER,

which is distant thirty-eight miles, by rail, from Wells River. This old New England capital, with its substantial public buildings, fine location in the valley of the Winooski River, surrounded by hills from which you look upon wide landscapes peculiar to the Mountain Commonwealth, should be visited by all. The Capitol building is a fine granite structure of elaborate architecture and pleasing design. The rooms, where are collected the geological specimens from every section of the state, and documents and articles, ancient, curious and rare, relating to local history, should be visited by all whose time admits.



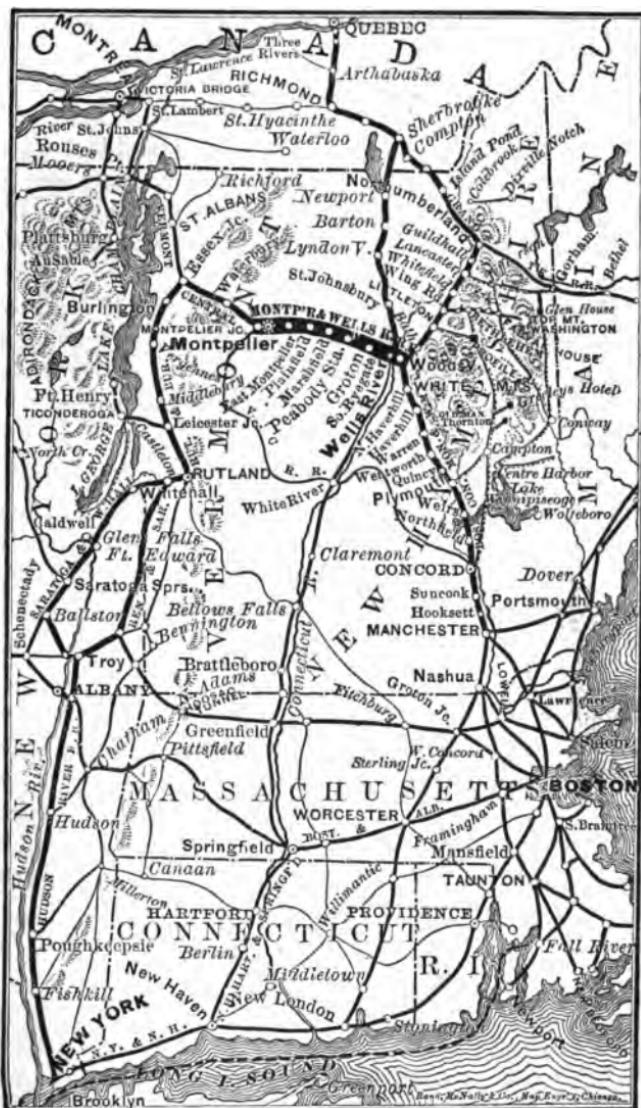
THE PAVILION,

Montpelier, Vt., T. O. BAILEY, proprietor, is a new and complete modern hotel, situated on Capital Park, but two minutes' walk from the depot.

The house is new, and elegantly furnished in first-class style throughout. Each room heated by steam, lighted with gas, and provided with automatic speaking tubes. Bath room and closets on each floor, thus making the house second to none in Vermont.

Being located on the direct line between Saratoga, Lake George, Montreal and the White and Franconia Mountains, travelers and tourists will find it the best place to stop in transit, as no pains will be spared to contribute to their comfort.

Passengers leaving Saratoga and Lake George in the morning, and Montreal in the afternoon, arrive here at tea-time, leaving after breakfast and arriving at any of the mountain houses for dinner. Leave the mountains in the morning, dine at the Pavilion, or leave in the after-



The Montpelier and Wells River R. R. and Connections.

noon, or spend the night here, connecting with the day boat at Burlington.

WATERBURY,

the Mount Mansfield stage station of this road is reached —a fine summer resort in the wide valley, lying among the great hills and mountains. Drives from here to the natural bridge at Bolton Falls, three miles, and to Camel's Hump, eight miles, are attractive.

The WATERBURY HOTEL is of good repute and deserved popularity. The accommodations are for one hundred guests, and the house affords a fine place of resort for pleasure seekers and visitors to Mount Mansfield.

AT ESSEX JUNCTION

you may diverge, by branch railway of eight miles, along the Winooski valley, through the brisk Winooski Village at the falls of the same name, through the tunnel of nearly four hundred feet length, piercing a high bluff, to the fair city of

BURLINGTON,

the queen city of the Vermont, on the eastern shore of Lake Champlain, which, at this point, is ten miles wide. This is one of the great lumber ports of the country, and manufactories of iron, steel and wooden wares and woolen fabrics are numerous and important. See fuller description in succeeding chapter, of this city and surrounding towns.

CHAPTER XV.

FROM SARATOGA TO THE WHITE MOUNTAINS, BY RAIL
OR THROUGH THE LAKES.

SARATOGA

is the great inland watering place of the United States. Here congregate those debilitated by sickness and worn by labor, and a great host who seek the fashionable society and round of pleasure here found and enjoyed. The attractions of the place are too well known to the fashionable and wealthy throughout the continent to need description.

During the season of pleasure travel an express train, with parlor cars, leaves Saratoga in the morning and runs through to the White Mountains same day, giving ample time for meals.

This route is over the Rensselaer & Saratoga Railroad line, via Fort Edward, the Whitehall or Lake Champlain Junction; Castleton and West Rutland to RUTLAND; thence, by the Rutland and Burlington Division of the Central Vermont Railroad, through Brandon, Middlebury and Vergennes, to Burlington, on Lake Champlain. At Essex Junction (eight miles above Burlington), connection is formed with the Central Vermont Railroad, and passengers may proceed direct to Montpelier and the White Mountains. These roads are run in close connection. The cars are among the finest run on New England roads, and the scenery along the way is beautiful and romantic.



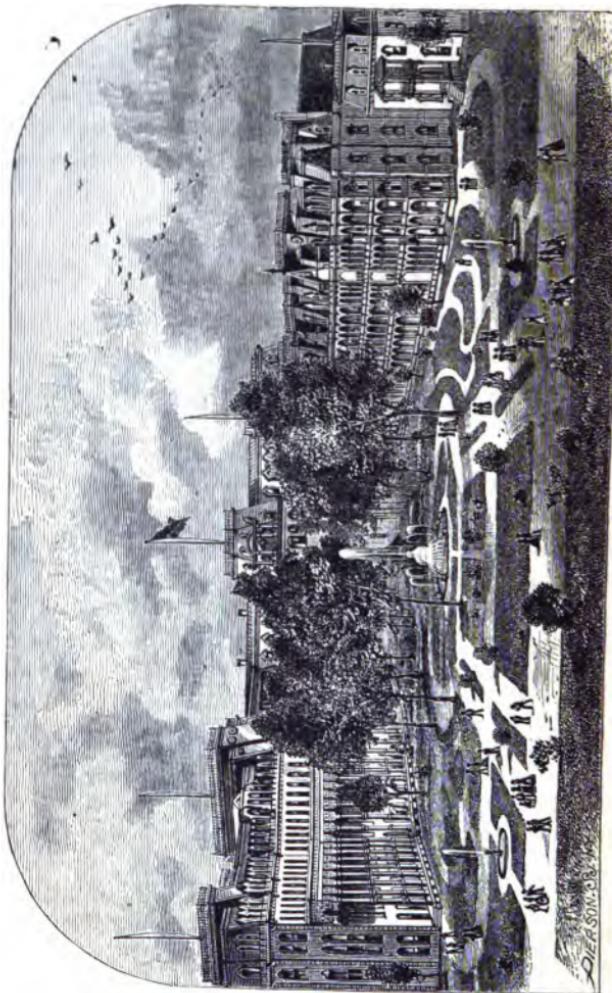
Congress Hall, Saratoga.

The hotels of Saratoga are the marvel of the world, and the mirror of all the excellent features of the American hotel system. No hotels in the world exceed these in size and perfection of appointment and management. At the height of the season the great army of visitors that come

to be delighted with the springs and with one another, has multitudes of veterans, who visit Saratoga each year as regularly as the recurrence of Summer. It will not be wise for the more quiet traveller to be dazed and startled out of the visit to Saratoga by the stories of style and fashionable gossip. You may be as quiet at Saratoga as you desire, may find a home suited to your means and have as little or as much participation as you can compass in the flood of gayety and fashion.

CONGRESS HALL,

built on the site of the old and famous hotel of the same name, which was burned in 1866, occupies the larger part of the square bounded by Broadway, East Congress, Spring and Putnam Streets. Its situation is in the very center of the gay and fashionable hotel world of Saratoga, and is admirably arranged for seeing all the attractive phases of the "great watering-place" life. Its frontage on Broadway, the principal street of the town, is 416 feet, with a high promenade piazza 20 feet wide and 240 feet in length, commanding a view of the most brilliant portion of Saratoga. From the Broadway front two immense wings, 300 feet long, extend to Putnam Street, the northern wing, running along Spring Street and overlooking the celebrated Hathorn and Hamilton Springs on one side, and with the central wing which runs parallel with it, enclosing a beautiful garden-plot. The southern front commands a full view of the famous Congress and Columbian Springs, and the beautiful Congress Park, owned and adorned by the Congress and Empire Spring Co. Ample piazzas extend around the back of the hotel, over-looking the grass and garden-plots of the interior court, affording cool and shady retreats in the afternoon, when entrancing music is discoursed by one of the best hotel bands in Saratoga.



UNITED STATES HOTEL, SARATOGA.

Mr. H. S. Clement, one of the proprietors of the famous Lindell Hotel of St. Louis, and formerly one of the proprietors of Congress Hall in its palmiest days of 1870 and 1871, and Mr. Wilkinson, formerly one of the managers of the Grand Union, Saratoga, have taken the control of Congress Hall, and intend to place it second to none of the hotels of the great watering-place in all its appointments. The hotel opens June 25th.

THE UNITED STATES HOTEL

is a sumptuous and sumptuously appointed establishment, in area immense, in roominess a marvel. It is a summer palace, looking out upon palace grounds of its own. Large as it is, it is none too large to be filled throughout with the evidences of capital hotel management. The proprietors, Messrs. Tompkins, Perry, Gage & Janvin, are a combination of excellent hotel ability and experience. The location of the hotel is most desirable, and each year increases the favor in which it is held by the best representatives of the summer traveling public. From the United States the most famous springs can be reached by a few minutes' walk.

AT WEST RUTLAND

are the extensive marble quarries of Sheldon & Slason, and

RUTLAND

is the center of the marble interest of Vermont, which has become the important industry of this section. It is also a flourishing town for trade from the surrounding regions, has good hotel accommodations, and is attractive and popular as a place of residence or for temporary sojourn.

BRANDON

is an important town, having manufactories of some importance. The "Frozen Well of Brandon" has much notoriety—a coating of ice forming upon the water in the hottest of summer days.

MIDDLEBURY

is the county seat of Addison county, and seat of Middlebury College. It is important as a manufacturing town, and large quantities of a superior quality of white marble are exported.

VERGENNES

is the smallest in territorial extent of any "city" in the country. It has a fine harbor and an excellent water power from the falls on Otter Creek. It was once important as a military station, and its limited area of three hundred and eighty by four hundred rods extent is generally utilized. It can be conceived that no difficulty is experienced, as in other cities, from its "magnificent distances" and scattered and isolated sections.

WINOOSKI,

between Burlington and Essex Junction, is a thriving village, with several enterprising manufacturing establishments.

From Essex Junction the route is south-easterly, over the Central Vermont line, through the mountainous region via *Richmond* and *Waterbury*, with distant views of Mounts Mansfield and Camel's Hump, to Montpelier (previously described), and thence, by Wells River route, to the mountains.

Passengers may also go directly to Montreal from Essex Junction, via St. Albans and St. Johns, through the Victoria Bridge.

THE ROUTE BY LAKE BOATS

is the one chosen by many, especially by those whose time and inclination allow, and tempt them to view the beauties of the scenery and places of historic interest about Lake George and Lake Champlain.

To make this trip, go by rail over the Rensselaer and Saratoga Railroad to Fort Edward, as before, thence by Glens Falls branch, a short ride, to

GLENS FALLS,

a flourishing and picturesque manufacturing village. The village was completely destroyed by fire about ten years since, but has recovered from the disaster. The falls on the Hudson have a descent of seventy feet. This fall is two hundred miles from the mouth of the Hudson River; the river wears its way over strata of black limestone. The action of the water has worn some of these strata away, a few at the top, and more further down the falls, so that a kind of irregular series of steps has been formed, over which the waters of the river go thundering down.

A bridge six hundred feet long spans the Hudson, resting, in the centre, on a marble island. This is the spot where, in the "Last of the Mohicans," the inimitable Cooper located some of his finest drawn characters. By a private stairway that goes down near the bridge, one may reach two objects of interest, viz.: Indian Cave and Big Snake. The cave runs through a small island from one channel to another, and has been made famous by the genius of Cooper. Veins of satin spar are found in the fallen rocks below, and trilobites are sometimes imbedded in the rocks.



THE ROCKWELL HOUSE,

ROCKWELL BROTHERS, proprietors, is the hotel where the tourist will make his home during his stay. The house is finely located, both as to convenience of patrons and picturesque surroundings. The patrons of this house will find the managers fully up to the modern demands made for first-class entertainment by the many whose means and leisure allow them to spend the summer months, or a portion of them, in recreation. Teams are furnished for all who wish to visit the many places of interest in the vicinity, and your stay, be it long or short, cannot but be a pleasant one. The man of business here has easy and sure connection with the great business centres, the man of leisure finds it a charming place of retreat, while for families, no better point can be found for spending the vacation. The stage route from Glens Falls to Caldwell,

at the head of Lake George, gives a ride of nine miles through a wild and picturesque region. Five miles from Glens Falls, *Williams' Rock* is passed, marking the site of the bloody defeat of Col. Williams and his Indian allies, by the French Commander Dieskau. Williams was slain near the rock which bears his name. The victory of the French forces was of short duration; they were in turn defeated, and their leader wounded and taken prisoner at the battle at the colonial camp at Lake George, where Gen. Johnson so gallantly avenged the French successes. The bodies of the English, slain in the first encounter, were thrown by the French soldiery in the quiet pool near Williams' Rock, now known as

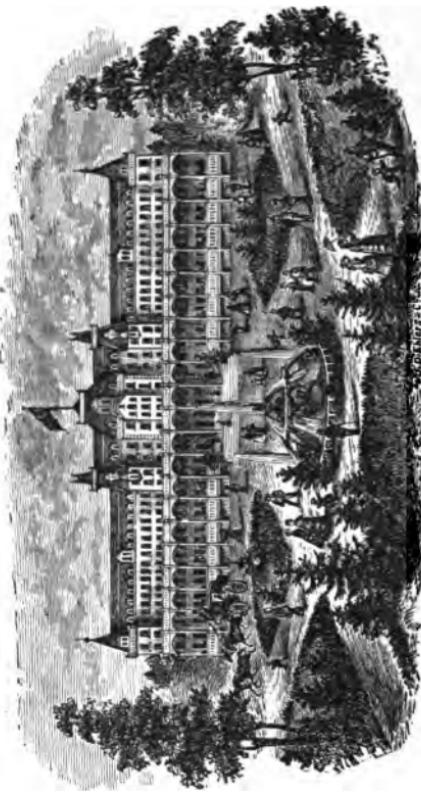
BLOODY POND.

“The Bloody Defile” is the ravine where the savage massacre occurred.

CALDWELL,

is a quiet village at the head of the fair lake whose charms give it importance. There are several small hotels, but the FORT WILLIAM HENRY HOTEL, T. Roessle & Son, proprietors, is the elegant and sumptuous house of the tourist. It accommodates a thousand guests, is located near the ruins of Old Fort William Henry—the site of the fearful massacre by the Indian allies, aided, perhaps, by a portion of the French forces under Montcalm, and about one mile from Fort George. The grounds are laid out with elegant taste, sloping down to the edge of the waters, affording fine views of the southern end of the lake. Promenades run the whole length of the hotel, fronting the lake, a sparkling fountain constantly plays in the well-arranged grounds, and all the arrangements of the interior are designed to give to the guests the maximum

**FORT WILLIAM HENRY HOTEL,
LAKE GEORGE.**



This Popular Hotel will be open for guests June 1st.

**TRANSIENT GUESTS, \$4.00 per day.
BOARDERS, \$15.00, \$17.50, and \$21.00 per week, depending on location.**

T. ROESSLE & SON, Proprietors.

of comfort and luxurious ease. Stages run to Schroon Lake, Lake Luzerne, and to the southern Adirondacks.

LAKE GEORGE

is three hundred feet above the sea level, thirty-six miles

long, and varies in width from three-quarters of a mile to three or four miles. The depth is, in some places, more than four hundred feet, and the waters are everywhere remarkably clear, so much so that objects can be seen at a depth of more than thirty feet. The French gave it the name of "Lake of the Holy Sacrament," and used sometimes to transport the waters, on account of their purity, for use in their churches in baptismal fonts. Not only are artists and lovers of sublime and beautiful scenery attracted to the lake, by its beautiful scenery, but the many old associations called up by a visit to its surroundings, make it a modern Mecca for the patriotic.

It was first visited in 1646, by the French Jesuit, Father Jogues, who perished, as did many of his successors, by the hands of the fierce Mohawks, who dwelt around its borders.

The trip through the lake from Caldwell is now made in less than three hours by the new steamer *Horicon*, just completed, and a model of steamboat architecture. Landings are made at the different points of interest on the Lake; Bolton, Cattskill, Boat Pavilion, Fourteen Miles Island, Hundred Islands, French Point, Hallett's, Sabbath Day Point and Hagen, connecting at Baldwin with new railroad to Fort Ticonderoga (five miles). The heretofore tedious stage ride is thus avoided. The charming ride in Conductor Baldwin's (of stage fame) train in observation cars, from Lake George to Lake Champlain is thus taken, and in less than thirty minutes we are landed at Fort Ticonderoga, where a fine dinner is waiting for us on the steamer *Vermont*, in which we take passage through Lake Champlain to Burlington, Plattsburg and Montreal.

LAKE CHAMPLAIN,

the largest of eastern lakes, is one hundred and forty miles extreme length, covers an area of six hundred

square miles, connects at its southern base with the Hudson, by canal from Whitehall, receives the surplus waters of Lake George, and discharges through the Richelieu River into the St. Lawrence. Burlington, St. Albans and Vergennes, on the eastern shore, have fine harbors, and Plattsburg, Ticonderoga and Crown Point, on the New York side, are places of great historic interest and noted associations. The scenery on the Ausable River, reached from Port Kent or Plattsburg, is the most remarkable of any inland stream in the Eastern States. Here the river dashes for a mile through a narrow passage in the sandstone, between walls of two hundred feet perpendicular height, forming a chasm wild, romantic and grand in the extreme, distant twelve miles from Plattsburg.

Lake Champlain was discovered in the year 1609, by Samuel de Champlain, the noted and indomitable French geographer. The following from "Chisholm's Guide Book" is beautifully descriptive: "Travellers who have widely explored the objects of interest in the New and Old World, unite in pronouncing the waters and environs of Lake Champlain the most beautiful and impressive the eye can rest upon. The waters of the Lake, whether reposing in a calm or surging under the power of the tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands which in varied forms stud its bosom, by the peninsulas which pierce it, and by the bold, rocky precipices which impend over the Lake. The shores on either side are impressive and beautiful; now a long line of rugged cliffs crowned by dense forests appears, and now smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages with their glittering spires. All this scene of beauty is embraced by the dark framework of mountains that impart magnificence to the whole."

This steamboat passage to Burlington gives beautiful

views of Mount Mansfield and Camel's Hump, of Green Mountain range, and the grand peaks and outlines of the Adirondacks in New York.

CROWN POINT.

is twelve miles north of Ticonderoga, with the ruins of the old fortress on the high promontory between the lake and the bay beyond. Port Henry is a finely located village with a population engaged in iron mining and manufacture. Westport and Essex are other points where steamers touch, and from which passage may be taken for the Adirondack region. Steaming on in a northeasterly course, passing the Four Brothers, Juniper Islands and Rock Dunder.

BURLINGTON

is reached, where passengers for the mountains will leave the boat. Those going through to Montreal or Ogdensburg will continue on to Plattsburg, there connecting with railway lines northward and westward. Burlington is one of the great lumber ports of the country. The ground on which it is built slopes gradually up from the lake, rising to a height of three hundred and seventy feet. The University of Vermont has fine buildings crowning the highlands. From the dome of the main building a grand scene is presented, including in the circle swept by the eye, over sixty prominent peaks, the bright waters and islands of Lake Champlain, with the towering summits of the Adirondacks beyond. The grave of the old hero, *ETHAN ALLAN*, is visited by all patrons. A fine statue was erected over the grave during the year 1873.

From Burlington passengers may go over the Central Vermont Railroad to Essex Junction, thence to St. Albans and the north, or to any part of Vermont or New England.

Proceeding northward from Burlington, by steamer, the

first landing made is Port Kent, 10 miles, where coaches are taken for the far famed Ausable Chasm, and also for Keesville, a smart manufacturing village distant from Port Kent 4 miles,—upon leaving Port Kent we thread the narrow channel between the main shore and Valcour Island, a long, narrow strip of land famous as being the locality where lie the remains of Benedict Arnold's flagship, the "Royal Savage,"—the spires of Plattsburgh come in view, and this being the terminus of the steamer route, we take train in waiting for Montreal.

ST. ALBANS,

Thirty-two miles from Burlington, twenty-four from Essex, Junction, and sixty-five miles from Montreal, is the thriving village of St. Albans. The town has a population of 9,000, and the increase in wealth, mechanical pursuits and population is very rapid. The village is finely situated on the wide slope overlooking the waters of Lake Champlain. Main Street is the principal and most attractive street. The Railway Station of the Vermont Central line is a spacious and commodious brick structure, and adjoining are the offices of this important line. The extensive construction and repair shops of the company are near by, where locomotive and cars of all descriptions are constructed and repaired in a superior manner. The village is prettily laid out, has a fine common, centrally located, and many tasty residences, that of ex-Governor Smith being particularly noticeable for its fine grounds and tasty arrangements.

From Aldis Hill a short distance to the rear of Gov. Smith's fine residence, and easily reached by a stroll of half an hour, you have one of the finest views to be found in a wide range of travel, overlooking as it does, the great Lake and its islands, the distant Adirondacks, the wild

counties of New York to the west, the fair village at your feet, and the wide valley and charming plains stretching southward and northward. Bellevue Hill, further to the east, reached by a short drive, affords a still finer view, from the observatory, of the lake and surroundings, and also a wide outlook towards the interior of the State.

Much of the business of Northwestern Vermont centres here. As a butter and cheese market, it is quoted as the market of all others in these commodities. Water works are completed on a scale to supply the village with pure water for domestic use and business purposes. A rolling mill for the manufacture of railroad iron has lately been put in active operation. A Court House of creditable proportions and design is just finished, and all the necessities and adornments of a flourishing town are here combined. It is the shire town of Franklin County, the finest agricultural county in the State. From St. Albans the traveller can proceed directly north to Montreal, or diverge westward by the Ogdensburg line, or by either route continue to any section of the great west.



THE WELDEN HOUSE,

THOMAS LAVENDER, proprietor, has been opened for the last ten years, affording to the travelling public accom-

modations every way desirable. The name is in honor of Jesse Welden, the pioneer white settler of the town. Waters from the Springs at Highgate, Sheldon and the nearer vicinity are furnished guests at this hotel. The entire construction and management of the house is on a liberal scale. During your stay you will naturally learn many particulars regarding the famous St. Albans raid in October, 1864, when pretended confederates swept into the unsuspecting quiet of the village, robbed its banks murdered a citizen and wounded others, creating general excitement and wide spread terror.

From St. Albans, tourists can go directly northward to Montreal and Quebec, or southward either to White River or Wells River Junction and the White Mountain region.

CHAPTER XVI.

THE SHORT ALL RAIL ROUTE FROM NIAGARA FALLS TO
THE WHITE MOUNTAINS.

The great foci of summer travel are, beyond all question, Niagara Falls and the White Mountains. The shortest line of travel that can be drawn between these will only need to be known to be appreciated as such by the multitude of travellers who each year desire to make easy transit between one of these points and the other. This gives special value to all information pertaining to the through all rail route to be herein spoken of.

The Great Pacific Express leaves Niagara Falls after an early dinner hour, arrives at Syracuse at 7 p. m., in season to connect with the through White Mountains Express of Pullman Sleeping Cars, running through without change, by Watertown, Potsdam Junction, Rouse's Point, St. Albans, Montpelier, etc., etc., to Fabyan's, arriving at the latter point, at the very foot of Mount Washington, at 3 p. m., in time for the traveller to reach the summit of Mount Washington, or any other of the favorite White Mountain resorts, the same evening. Baggage checked through. By this connection the traveller runs no risk of detention or delay. The route is in the finest possible condition throughout, and is a great favorite with all who have experienced its comfort and convenience.

For travel from the White Mountains seeking Niagara Falls and the West, this route is of great convenience, a saving of time, and the complete avoidance of the vexations attending changes of cars, and breaks in your route of travel. The time saved, the excellence of equipment and management, all justify the high encomiums this route has received.

CHAPTER XVII.

FROM NIAGARA FALLS TO THE WHITE MOUNTAINS, MONTREAL
AND QUEBEC, DOWN THE ST. LAWRENCE TO THE
SAGUENAY RIVER.

Of the attractions at and about this grandest of waterfalls, where the waters of a great chain of inland seas plunge to a lower level over ragged, shelving ledges, and sweep between bold limestone walls in irresistible force, space forbids that we should attempt description. From the mad rush of the green waters in the rapids over the terrific fall, through the rapids and whirling eddies below, down to the quiet where the mad current again takes its undisturbed way in a tamer race to the lower Lake, there is no point wanting in interest.

Leaving the attractions of the falls with reluctance, the lover of the picturesque will wish to visit the romantic region of the White Hills, to pass down the grand northern river—the St. Lawrence—to the yawning ravine rent in the rock where the floods of the chill Saguenay roll their unmeasured currents.

The route is from the falls to LEWISTON, a lonely town seven miles from the fall, on lake Ontario. The Suspension Bridge over the Niagara just above the town has a span of 1,045 feet and is one of the finest in the world.

From this point you will go by one of the fine boats of the Ontario and Richelieu line of Steamships to Toronto, that most substantial and enterprising of Canadian cities. This line of steamers have in command men of long experience and good judgment, and will ensure safe and easy transit with due dispatch.

TORONTO.

As you approach from the lake, the view of this city is remarkably fine, the wharves and public buildings giving indications of a city of importance. It has a population of about 65,000 souls, and is the chief city of the Upper Canadas or the Province of Ontario. The buildings of the University are massive in proportion and built in the Norman style of architecture. Trinity College, the Nor-

THE QUEEN'S HOTEL.



mal School and Loretto Convent are other educational institutions of note. The English and Catholic Cathedrals are both buildings to attract attention.

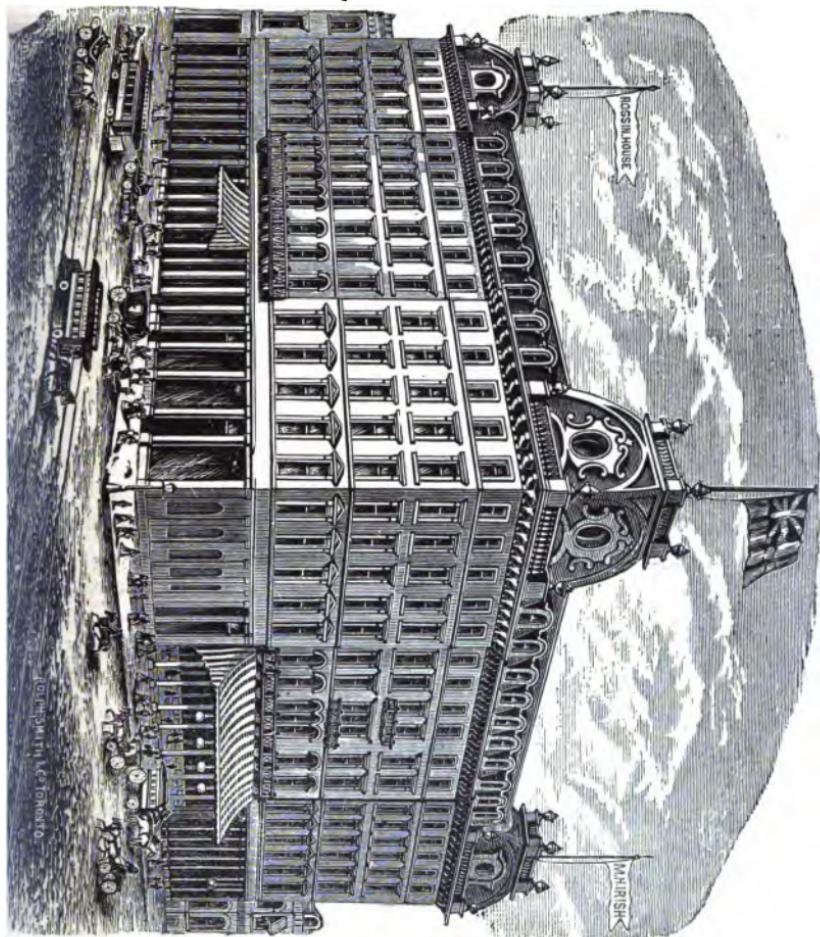
THE QUEEN'S HOTEL.

Toronto, Ontario, McGAW & WINNETT, proprietors, is convenient to the railway stations and steamboat piers, on Front street, near the business portions of the city. Commodious rooms elegantly filled with new furniture of most modern style; spacious and attractive grounds and croquet lawns, with a sumptuous billiard parlor serve to make it an acceptable temporary or permanent home for the merchant or the tourist, and for travellers generally. Carriages always in waiting for the pleasant drives and extensive views, of a varied character in and around the city. The extensive Galleries of Art, the Queen's Park, the University buildings, the Lunatic Asylum, the Trinity College and Normal School are some of the places which must be seen. The "Queen's" is one of the largest hotels in the Dominion of Canada, and overlooks the beautiful Bay and Lake Ontario. His Imperial Highness, the Grand Duke Alexis, of Russia, and his suite, were furnished, in December, 1871, with the splendid suite of apartments, comprising one wing of the house, *without extra preparation*. The (QUEEN'S) ROYAL HOTEL at Niagara has the same ownership and management.

THE ROSSIN HOUSE,

M. H. Irish, proprietor, is one of the finest of the first-class hotels for which Toronto is famous, and stands among the first in the Dominion. The location is central and pleasant, convenient to business and railway. The attractions of the city are easily reached from this house and, within, all the care and attention that the most exacting could ask is exercised by the managers. An excellent and bountiful table, neatness and ample spaces, a cheerful, temporary or permanent house, gentlemanly direction and willing service, all make it a desirable resting place.

By far the larger number of those who travel for pleasure will come by boat from Toronto, through Lake Ontario



ROSSIN HOUSE.

and the St. Lawrence River, among the *Thousands Islands*, over the Rapids and under the Great Victoria Bridge, to Montreal, rather than to make the trip by rail.

The experience of this trip will not fail to interest and please all who have eyes to see and taste to appreciate the bold and varied scenery of this Northern route.

Entering the St. Lawrence River, you leave Old Fort Henry at Kingston to the left, and are among

THE THOUSAND ISLANDS.

The number of these islands is larger by about one-half than the name would indicate. Commencing with Wolf Island, a large tract of thirty miles in length, and increasing in number, and decreasing in size as you descend, they cut the water in every conceivable form and outline for several miles. Some tower from the water in bold and abrupt masses of granite and sandstone. Others are green with carpet of grasses or dot the waves, a miniature patch of earth in a waste of waters.

Evidently, far back in formative periods, some wild throe of nature tossed the earth crust of this region in wildest disorder. Nature, in healing its wounds, heightens the charms which might seem tame, if undisturbed.

Home Island, Wellesly, Bathurst and Tecumseh Islands are among the largest of this peculiar group.

The towns on either shore of the river each have their particular associations of historic interest or peculiarity of location. Alexandria, on the American side, is laid out upon the rocky shelf of the river, and will attract notice by the peculiarity of its location. Brockville, on the Canadian side, has military associations familiar to readers of our earlier history. Some twelve miles below Brockville, on the American side, is Ogdensburg, with the old Canadian town of Prescott on the opposite bank. Here is the ferry, by which transfer is made from the Ogdensburg line of Railway to the Grand Trunk Line.

The first of the rapids for which this great river is famous are encountered some five miles below Ogdensburg,

where you enter among a small cluster of islands, of which "Isle aux Galops" is the largest, and continuing down through the rapids by Tossons' Island, Point Iriquois, and the longer rapids on either side of Ogden's Island, you reach the rapids of nearly ten miles in length, called the "Long Sault;" the river is here divided by the island of the same name.

The current rushes through these rapids at a rate of twenty miles an hour, and the descent is exciting in the extreme to one a stranger to the passage; but, with skilful pilotage, the passage is safely made, and the apparent danger adds to the glow of excitement and makes it a journey to be remembered.

Cornwall Island, with the town of Cornwall and the old Indian village of St. Regis, just below, are points of interest, and

LAKE ST. FRANCIS,

a widening of the great river, with its shoals, headlands and lights, is a broad and beautiful sheet of water, having at its eastern outlet a group of islands, of which Grand Island is the largest. Among these the *Cotean Rapids* fret and sweep in a wild and troubled current; below are the *Cedar Rapids*, and a little further down the *Cascade Rapids*, at the entrance to

LAKE ST. LOUIS.

This lake receives one of the outlets of the great Ottawa river. At LACHINE commences the Lachine Canal, built to avoid LACHINE RAPIDS, but the pleasure traveller will not seek to avoid, but rather to enjoy the excitement of a dash down these swift and wild currents, which would be hazardous were it not for the firm hand of the Indian pilot, whose fame is known to all who make this leap down the mad descent of the rapid; for years he has safely guided

the boats down the vexed current to the admiration and delight of all. Continuing below the rapids you come in sight of the commercial and financial metropolis of the Canadas, and steaming beneath the great Victoria Bridge, are soon anchored at the quays of this great northern city, fully described in another chapter of this book.

FROM MONTREAL TO QUEBEC

DOWN THE ST. LAWRENCE.

Taking the fine boats "Quebec" or "Montreal," of Ontario & Richelieu Steamship Company's line, which are fitted with all the conveniences of modern travel, and in charge of safe commanders, leaving Montreal in the evening (excepting Sunday evening), passing the fort on the island in the harbor, leaving LONGUEUIL to the right, and passing the group of islands below the city and the mouth of the Ottawa river, you are fairly on the way to the old capital. Belœil Mountain attracts attention to the eastward, and you cannot fail to be interested in the general appearances of the novel landscape, a sort of "Northern Holland," the shores appearing in many instances from the boat to below water level; in other places as you progress, the shores slope in terraces, or wide steps, terminating in a crowning ridge or summit line.

SOREL, or WILLIAM HENRY, forty-five miles below Montreal, is the first station where a halt is made by the steamer. This Canadian town is built around a central square at the confluence of the St. John's (otherwise known as the Richelieu or Sorel River) and the St. Lawrence. The St. John's or Richelieu River is peculiar in the fact that, at its outlet, it is narrower than at its source or through its course, being the Northern outlet of Lake

Champlain. There is immense transportation of lumber along its course.

Some fifty miles below Montreal, and five miles below Sorel, the broad river expands into a wide Lake nearly twenty-five miles in length, and at its widest, nine miles width, known as "Lake St. Peter," and interspersed with islands at its upper entrance; though the wide expansion produces a shallow depth, the channel followed by shipping admits of the passage of vessels of the larger class. The River St. Francis here enters the lake from the south.

The St. Leon springs have become a favorite place of resort within the last few years, the waters having curative properties of undisputed value.

The scenery along the route may not prove of sufficient variety and interest to keep the traveler from needed rest through the long night hours, though the mighty river draining through the lakes of that immense valley, will never be without its suggestions of power: and, when the moon, breaking from rolling curtains of clouds, tints the broad expanse till it glitters like a vast surface of silver sparkling with diamond points of light, which fade and renew in the wake of the dancing silver waves marking your progress, the wakeful traveler will find no lack of suggestive sights in his midnight watch.

A great amount of shipping of every class will be passed, and immense timber rafts will be observed in the descent, floating down to the lumber mart at Quebec, sometimes in single rafts and sometimes in many combined in a floating timber town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

The town of "Three Rivers," midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has convent buildings and church edifices of considerable architectural pretensions. The town was first settled in 1818, and has a population of nearly 6,000

souls. The River St. Lawrence here joins the St. Lawrence, and is divided at its mouth by islands, into three distinct channels, hence the name of the town of "Three Rivers." Immense quantities of logs and manufactured lumber come down the St. Maurice, to this lumber center, where are located several extensive saw mills and foundries. A branch of the Grand Trunk Railway diverging from the Quebec division at Arthabaska has its terminus at Doucet's Landing, opposite this point.

A Canoe voyage up the St. Maurice for thirty miles to the "Falls of the Shawenegan" is sometimes made. Just above the mouth of the Shawenegan river the broad stream plunges in a sheer descent of one hundred and fifty feet—a natural wonder, which, if easily reached, would be one of the chief attractions of Canadian travel.

Some fifty miles before reaching Quebec the rapids of Richelieu, where the river contracts into narrow space, and the current flows over a rocky bed, was, in the olden time, considered quite an impediment to navigation; below these rapids the banks become gradually elevated. From the red banks of Cape Rouge, seven miles above Quebec, the shores of the river rise into hills and precipices. The Chaudiere River enters six miles above the city, the precipitous banks increase in height and the eager stranger catches a distant view of the towers and battlements of the grand old northern city.

Before reaching the town, "Wolfe's Cove" will be pointed out to the left—that memorable spot where the brave commander landed his forces under cover of darkness, and, scaling the precipice, fought the memorable battle which changed the destiny of the western empire. The round Martello Towers in advance of the defences of the city, on the plains of Abraham, first attract attention and you sweep in full view of the defiant battlements and towers which crown the natural walls of old Quebec—the

seat of ancient dominion—where jealous nations contended for supremacy and shook its rocky throne with the roar and clash of contending armies. As you approach the point of landing, the grim battlements of the city are upon the left; the growing settlement of Point Levi, the railway terminus at this point, is to the right, a fair island of Orleans is just below you, while about you, in one of the grandest inland harbors of the world, capable of floating at the same time one hundred ships of the line, are vessels of every class; the largest ever constructed can float under the very walls of the citadel.

MONTRÉAL TO QUÉBEC, BY RAIL.

Those who prefer the rail route to a night trip by boat, can leave the station, Bonaventure street, pass through the "Victoria Bridge," before described, through St. Lamberts, Belœil, St. Hillare, St. Hyacinthe with its extensive nunneries and church buildings, Britannia Mills, Upton and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles, to Quebec.

The old northern capital city is fully described in another chapter, and the quaint attractions of the town and historic interest attached to localities about it, have made it a center for pleasure travel for the last few years. The city lies about seven hundred miles from the Atlantic, and tide water extends for ninety miles above the city, so broad and like an inland sea is the great river of the north.

FROM QUÉBEC TO THE SAGUENAY, AND SCENERY OF THE SAGUENAY.

The tourist, in search of health or pleasure, cannot possibly select any route better calculated to present that

peculiar and unusual combination, nowhere else found, within limits easily reached, than the one from Quebec to the Saguenay River, down the St. Lawrence.

Leaving Quebec by one of the excellent boats, making this trip, of the St. Lawrence and Saguenay line of steamers, the journey is down the finest portion of the grand St. Lawrence, a distance of about one hundred and fifty miles, the great river, in many places, being thirty miles in width.

This water area of 4,000 square miles, is dotted with beautiful islands; skirted on the one hand by towns and villages, on the other by lofty mountains, and both sides constantly in view, presenting an ever changing panorama of continued charm.

On the way down the river, the mouth of the river St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and many ascend it a short distance to the falls of St. Anne, which, with the surroundings, are pleasant and attractive.

Thirty-six miles below Quebec is a group of six small islands, alive with geese, ducks and teal, who make this their breeding place.

The Quarantine station of "Grosse Island" deserves a passing notice—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving in the time of famine in Ireland, twenty thousand emigrants in one huge grave. The spot is marked by a stone monument attesting the place.

The river widens broader and broader as you sail on, as upon a vast inland sea. Malbie, ninety miles below Quebec on the north shore, is a halting station and place of pleasure resort, better known by its English name of Murray bay, being a fashionable watering place, and the fine fishing in Murray River much patronized. The river here

is about twenty miles wide, with tides over twenty feet rise. Steaming across the "Riviere du Loup," on the south shore, passengers are landed within six miles of Cacouna. Taking conveyrnce for

CACOUNA

you will find the extensive and first-class



ST. LAWRENCE HALL,

James Creighton, manager, formerly of St. Louis Hotel, Quebec, a house where every comfort essential to pleasant stay may be had, where the guest may live in luxurious ease or active sporting.

SEA BATHING,

one of the principal recreations, is perfectly safe—as there is no undertow, and for the enjoyment of all its charms in midsummer, this resort cannot be surpassed in the world. Advantages for Fishing, Boating and Sailing (with experienced fishermen and skippers), or driving on fine roads inland or on the shore; for hunting, the abundance of game in adjoining forests, together with the shade

trees or groves, splendid Croquet Lawn, Play Grounds and lovely Promenades ; entire freedom from all annoying insects, accompanied with a cool and even temperature ; with the best of water, and perfect drainage, form a



TADOUSAC BAY.

combination of inland attractions rarely met with. It is the favorite resort for the wealthy families of Montreal and Quebec, who have erected here neat and tasty cottages for their summer homes. St. Lawrence Hall will accommodate five hundred guests.

Continuing down the St. Lawrence, on the northern shore, Tadousac is reached at the mouth of Tadousac Bay, that vast and mysterious rock gorge through which pour the unfathomable floods of the mountain-shadowed

SAGUENAY RIVER,

the largest affluent of the St. Lawrence, usually said to take its rise in Lake St. John, but whose source, in reality, is Lake Mistassini, an inland sea nearly as large as

Ontario, situated within a comparatively short distance of Hudson's Bay. The Mistassini River, two hundred miles long, conveys the waters of this large lake to Lake St. John, thence to the St. Lawrence. A *rift* through the Laurentian Mountains, one hundred and thirty miles long, is called the Saguenay River. Words can but feebly



CAPE ETERNITY.

describe the attractive features of this unique river; therefore we shall say but little more than that to be appreciated, it must be seen.

Its navigable portions will float the largest vessels of the world, from its mouth some ninety miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist rising on either hand in precipitous cliffs whose bases rest in unknown depths—a panorama of rocky walls and precipices—"no sheltered nooks nor coves, no fertile beaches, nowhere a margin for foot to rest upon." The continuous ridges on either hand rise to

an elevation of 1,000 to 1,500 feet, and often more. The wonderful capes—ETERNITY and TRINITY—rear their heads to an altitude of 1,800 feet, and, at their base, the river has a depth of six hundred yards. This whole route is traversed by *daylight*; the boats are, in all respects, first-class, and nothing is wanting to secure the comfort of passengers, as promised in the advertised route.

The largest ships may ride in the immense depth of these waters. The sights are never to be forgotten—bold, barren, forbidding and awful. The discharge of a cannon on shipboard, between the bare walls of the rock, is said to crash back in echoes which no one could wish to have repeated, one such sensation sufficing for a lifetime.

The scenery is aptly spoken of by a writer as “a region of primeval grandeur, where art has done nothing and nature everything; where, at a single bound, civilization is left behind and nature stands in unadorned majesty; where Alps on Alps arise; where, over unfathomable depths, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears.”

Ha Ha Bay, a quiet and lovely bay, receding from the river several miles; a cheerful village, animal life, and facilities for amusement are here found, a change most welcome from the sombre desolation of the ascent. At St. Alphonse, on this bay, a large trade in blueberries is carried on from about the 15th of July until the snow covers the ground. The surrounding rocks and crags furnish inexhaustable quantities of the delicious fruit, and the poor inhabitants are not slow in taking advantage of the harvest so bountifully vouchsafed to them. The export to market is annually about 60,000 boxes of four gallons each, and ten times as much more are never gathered.

Statute Point and Les Tableux are noted gems of scenery on the river, a perpendicular rock below Ha Ha

Bay, at the termination of a great plateau, three hundred feet wide and six hundred feet in height. The village of Chicoutimi is at the outlet uniting Lake Kenokami with the Saguenay. It is at the head of navigation. An extensive lumber business is transacted here; the village is ancient, and has about five hundred inhabitants.

TADOUSAC,

at the mouth of the Saguenay, has a fine hotel, which is excellently kept, and, in connection, all kinds of amusements for visitors. The bathing is very superior.



POINT L'ILET, TADOUSAC.

It is a post of the Hudson Bay Company, who have establishments here of considerable importance. Here was the residence of Pere Marquette, who explored the Mississippi valley. The venerable church is two and a half centuries old. This was one of the first places on the river, fortified by the French. The first permanent

stone building erected at any northern locality on the continent, was here built.

We are not competent to write of this desolately grand and awfully majestic region with the intelligent criticism of the scientific or the enthusiasm of the geologist. Ere long, some one, equal to the task, will explore its grandly dismal reaches, bringing to bear upon its wonderful characteristics the light of science, while by a wild and nomadic life, in that unexplored continent around and beyond its



MOUTH OF SAGUENAY AND POINT MARGUERITE, TADOUSAC.

sources, a volume of travel shall result, more interesting in its revelation of northern wonders than are the charming works of Du Chaillu or the mysterious journeys of the lamented Livingston, in other and more distant lands.

Few realize the vastness of that wild and almost limitless north stretching from habitable limits up to the very icy realms of the polar regions, yet to be made familiar by exploration and charming narrative, and to which, one of the grandest passages will be the forbidding pass

through which the inky floods of the unmeasured Saguenay find outlet to the sea.

Salmon fishing in the tributaries of the Saguenay is the favorite sport of visitors — the salmon and the seal are almost the only living denizens of the solitary stream.

From this trip the tourist will return with the feeling that he has looked upon an aspect of nature more novel than any other upon the continent — a vast landscape and water course in the rough, with all the touches of beauty and elaborations of animated nature left out — a creation vast and grand, but incomplete — a chaos of forms and material — the skeleton ribs and bones of a highland region left bare and bleaching by arrested creative forces.

Take, by all means, this trip, not in expectation of finding a smiling paradise and lurking beauty, but its reverse — the barely grand and simple majestic.

From Tadousac you can return by boat to Quebec, or by rail from Riviere du Loup to Point Levi, there connecting with the system of railways threading every portion of the Canadas and New England. The boat route gives by far the greatest variety of scenery and experience to the traveler, who has an eye to the picturesque and novel in nature.

CHAPTER XVIII.

IN CONCLUSION—LIST OF HOTELS, ETC.

The traveller and tourist in the preceding pages has been led among the pleasant places of summer wandering. The list is complete, covering the wonderful regions discussed. Much of the sunny and satisfactory remembrance of the wayfarer depend upon his experience at his inn. The hotels at all these places of resort create those first impressions, some of which outlive the more striking objects that pass in review. The following carefully collated list represents precisely what it claims to be, a reliable list of the hotels and public houses of the best and better class in their respective localities.

*Take all
bogus*

LIST OF HOTELS AND SUMMER BOARDING HOUSES

*In the Line of the Boston, Concord, Montreal and White Mountains Railroad,
Giving Location and Number each House will Accommodate.*

A

Ashland, N. H.

*Squam Lake House, J. M. Cotton. †20

B

Bethlehem, N. H.

MAPLEWOOD HOTEL.....575

One of the largest, best appointed, best conducted and most popular of the mountain houses. The location is admirable, and the view magnificent. Both the Hotel and Maplewood Cottage (under the same management), have been extensively enlarged, and many other improvements have recently been made. Telegraph office, news stand, billiard room, bowling alleys, hair dressing room, laundry, large hall with stage and scenery, for entertainments, first class livery stable, and every facility for drives and rambles. Perfect drainage on the most thorough and improved plan. Daily supplies of pure milk and fresh vegetables from the adjoining Maplewood farm, and pure water from springs on the hills. Five pleasant cottages on the grounds. Transient board at hotel, \$3.50 per day; at cottage, \$2.00 per day. Rates for boarders, at hotel, \$10.50 to \$17.50 per week; at house, \$8 to \$10 per week. Coaches at the depot.

SINCLAIR HOUSE,

Durgin & Fox, 350

A large and finely appointed hotel, splendidly situated in the most elevated part of the village, Bethlehem being celebrated as one of the coolest and most healthy towns in the country, as well as an important and central point in connection with the mountain region. This house is conducted in first-class style, and has always borne a high reputation, both among transient guests and summer boarders. Extensive enlargements have been made to meet increasing needs, until it has become one of the largest of the mountain hotels. Telegraph office, news stands, billiard-room, laundry, excellent livery stable, croquet lawns, play-grounds for children, facilities for rambles, drives, etc. Rates, \$3 per day, \$15 to \$17 per week. Coaches at the depot.

***MOUNT AGASSIZ HOUSE,**

Horatio Nye, 65

Centrally and pleasantly located. Good livery, Telegraph, post and express offices near the

House. Profile House stages pass the door. The management is experienced, liberal and obliging. Transient rates, \$2 per day; \$7 to \$12 per week.

STRAWBERRY HILL HOUSE,
J. K. Barrett, 75

The location and management of this Hotel cannot be excelled.

HILLSIDE HOME, D. F. Davis. 40

Located near the Sinclair House, an excellent house in all respects, and enjoys a high reputation among summer visitors. Rates, \$7 to \$10 per week.

ALPINE HOUSE, C. H. Clark, 35

New house with new furniture, etc., having been opened only two years since. Extensively patronized, and warmly recommended by all its guests.

RANLETT HOTEL, D.W.Ranlett, 60

Rates reasonable.

AVENUE HOUSE, F. L. Kelly, 60

A house that has won general favor from its guests, who have been wholly of the best class. Mr and Mrs. Kelly devote their personal attention to the comfort and welfare of guests, and are personally very popular. Rates of board, \$7 to \$10 per week.

SANBORN'S COTTAGE,

W. E. Sanborn, 15

New house, new furniture. Location fine; but a few rods from Sinclair House. Management will aim to please guests. Rates, \$7 to \$10 per week.

A. W. BLANDEN, 25

House and furniture new; few rods from Sinclair House. No pains will be spared to make this a pleasant summer home. Rates, \$7 to \$10 per week.

Prospect House, Geo. W. Phillips, 100

Centennial House, H. W. Wilder, 60

Bellevue House, David S. Phillips, 60

James N. Turner, 50

Mt. Washington House, C. L. Bartlett, 40

Sunset Cottage, J. H. Clark, 40

Howard House, C. E. Bunker, 40

Bethlehem House, 35

Wm. G. Simpson, 35

† Figures at the right hand denote the number of Guests which can be accommodated.

* Open through the year. Above list of summer houses open from June 1st to 30th, close October 1st.

Mountain View House, G. L. Gilmore,	30	Colebrook, N. H.
George Russell,	28	(Fourteen miles from No. Stratford by stage.)
Echo Cottage, Joseph Philbrick,	15	Parsons House, E. F. Bailey,
William McIntire,	14	Monadnock House, T. G. Rowen,
L. Woodman,	10	H. Bedell,
Mrs. Richard Wilder,	10	Davis Graham,
		Eben Noyes,
Bridgewater, N. H.		Daniel Cummings,
D. M. Webster,	24	G. A. Gleason,
Mrs. W. R. Webster,	15	C. F. Stacy,
John B. Marston,	10	J. C. Marshall,
Belmont, N. H.		E. D. Lambard,
(Six miles from Tilton.)		E. G. Rogers,
J. Badger,	12	W. H. Mulekin,
A. Wall,	12	Mrs. Marshall,
Brunswick Sulphur Springs.		Canterbury, N. H.
(R. R. Station, Post office, and Telegraph,		William Currier,
North Stratford, N. H. 1½ mile.)		T. K. Mason,
BRUNSWICK SPRINGS HOUSE.		Charles M. Hancock,
D. O. Rowell, Proprietor, 100		Crawford House.
Held in high esteem by all visitors. The celebrated Brunswick Springs, possessing valuable medicinal and curative qualities, are here situated. The situation is very healthy, the views extremely fine, and there are opportunities for boating, pleasant drives, rambles, etc. Rates of board, \$8 to \$10.50 per week. Carriage at North Stratford depot.		White Mountains, N. H.
C		CRAWFORD HOUSE,
Campton, N. H.		A. T. & O. F. Barron, 550
(Stage 4 miles from Plymouth. Post office,		C. H. Merrill, Manager.
Plymouth, N. H.)		This is one of the best hotels in America, as well as one of the largest in the Mountains. Thoroughly first class in all its appointments, with the grandest and most picturesque surroundings, and under the most experienced and liberal management, it has become widely famous. Its table cannot be excelled anywhere, and the house has long been a great favorite with the most fashionable class of mountain tourista. Extensive enlargements of the hotel have been made last season, and its capacity has been much increased. Fresh vegetables, pure milk, etc., are supplied from the extensive farms of the proprietors.
BLAIR'S HOUSE, J. C. Blair,	60	Centre Harbor, N. H.
Situated on the Profile House Stage line near the banks of the Pemig-wa-set River, and in the midst of fine mountain scenery. Rates, \$7 to \$10 per week. Given general satisfaction.		(Ten miles from Weirs by steamer "Lady of the Lake," on Lake Winnipesaukee.)
Campton Village, N. H.		SENTER HOUSE, J. L. Huntress, 150
(Eight miles by Stage from Plymouth, N. H.)		Almon Benison,
OSMOND C. FOSS,	60	W. A. Page,
Rates, \$7 to 10 per week.	45	Moulton House, S. F. Emery,
FRANK CHASE,	35	B. F. Kelsea,
Rates, \$7 to \$10 per week.	20	Red Hill House, J. B. Dow,
Timothy W. Mitchell,	20	A. M. Graves,
Seldon C. Willey,	20	Stephen Wentworth,
J. W. Morrison,	15	R. L. Coe,
Charles Cutter,	15	C. H. Weeks,
Stephen D. Kinsman,	10	T. C. Gordon,
Frederick A. Mitchell,	10	B. F. Wentworth,
Dr. W. A. Smith,		10
Charles G. Webster,		10

D**Dalton, N. H.**

mmer House, 75

E**East Bethlehem, N. H.**
na Goodell, 40**F****Franconia, N. H.**

(Five miles from Littleton Station).

ODNOW HOUSE,

E. H. Goodnow, 100

commanding location, overlooking the entire ranges of the White and Franconia Mountains. Directly in the rear is a large grove interspersed with numerous walks. A large farm under the same proprietorship supplies daily fresh vegetables, butter, milk and berries. Livery, croquet lawns, &c. House and furniture nearly new. Daily mails. Seven miles from Littleton and 5 miles from Profile House; one mile from stage road. Stages leave passengers at the door. Rates \$7 to \$12 per week. This House first opened to the public in 1876, has been filled with boarders from the best of society, and with its liberal and courteous management has established an excellent reputation.

AFAYETTE HOUSE,

Richardson & Bishop, 50

located seven miles from Littleton and five miles from the Profile House. The situation is very delightful, and no pains are spared by the proprietors to secure the comfort of guests. The house has been enlarged and many improvements have been made. A well supplied and generous table, and every other feature of a well kept house. Bowling alley and other means of recreation. Livery stable with saddle horses and ponies. Pine grove near the house, and both walks and drives unexcelled. Trout-fishing a few rods from the door. Rates, \$7 to \$10 per week.

FRANCONIA HOUSE, H.W.Priest, 50

Very pleasantly situated, admirably conducted and in all respects a deservedly popular house. A favorite resort for lovers of beautiful scenery and substantial comforts. Livery-stable with every advantage for pleasant drives and rambles. A fine grove and trout-fishing, both near at hand. Perfect drainage, the purest of spring water, and everything conducive to the health and comfort of guests. Rates, \$7 to \$10 per week.

***EDSON HOUSE, Charles Edson, 30**

Located at the entrance of the village. Profile House stages pass the door. Open throughout the year. Post office connected with the

House, also an excellent livery. Numerous drives and walks. Table supplied with the products of the farm. Rates, \$7 to \$10 per week.

VALLEY HOUSE, Horace Knight, 30

Located opposite the junction of the Bethlehem and Littleton stage Roads to the Profile House, 7 miles from Littleton, five miles from Profile House. Good livery connected. Pure running water, excellent drainage. Rates, \$7 to \$10 per week.

RIVERSIDE HOUSE,

Herbert Young, 30

Seven miles from Littleton, 5 miles from Profile House. New House, new furniture, pleasantly located, surrounded with ample grounds for walks, croquet lawns, &c. Perfect drainage. Trout-fishing within a few rods. Horses and carriages, with experienced drivers, furnished to convey guests to all points of interest. Families will find this a very desirable and agreeable summer home. Rates, \$7 to \$10 per week.

Jason Coma,	25
Daniel Quimby,	20
Levi I. Wells,	20
D. K. Priest,	16
W. H. Brooks,	15

Franconia Notch.

White Mountains, N. H.

PROFILE HOUSE, 600

Taft & Greenleaf.

Reached by the Boston, Concord, Montreal & White Mountains R. R. via Bethlehem, and from thence by the new Profile & Franconia Notch (narrow gauge) R. R. A large and magnificent hotel, situated amid the finest mountain scenery in America. The hotel is first-class in the fullest meaning of the term, and has a world-wide reputation. Its table is unsurpassed, and every appointment is of the best character. During the season of summer travel this famous resort is crowded with fashionable guests from all sections of the country. Pure milk and fresh vegetables and fruits from the Profile House farm. The Flume House is five miles below the Profile House, and near the Flume and Pool.

FLUME HOUSE, Elliott Bros., 150**Fabyan's.**

White Mountains, N. H.

***FABYAN HOUSE,** 500

A. T. & O. F. Barron, Proprietors.

O. G. Barron, Manager.

One of the largest and finest hotels in the mountains, centrally located, and in communication with every point by rail. One of the

great central points of the White Mountain region. A thoroughly first-class house, containing every needed appointment, and a favorite place of resort. Deservedly popular in past years, it is likely to win more favor than ever under its new management, the well known ability and liberality of its new conductors ensuring perfect success. The Fabian House is a convenient point from which to make excursions to different parts of the mountain region.

*WHITE MOUNTAIN HOUSE, 150

R. D. Rounsevel.

An excellent Livery. Prices very reasonable. All trains on B. C. M. & White Mts. R. R. stop opposite the door. Open through the year.

Transient rates, \$2.50 per day.

MT. PLEASANT HOUSE, 150

J. T. G. Leavitt.

G

Gilmanton.

(Ten miles from Tilton).

Cyrus Varney,	10
John C. Baker,	12
J. H. Drew,	8
G. W. Hodgdon,	8
J. C. Marsh,	6
Mrs. E. Holbrook,	4
J. Blake,	30
Alfred Prescott,	8
Orrin Folsom,	6
Mary P. Horn,	6
L. Mudgett,	4

Groveton Junction, N. H.

*Melcher House, John Melcher,	30
Lafayette House, P. L. Stark,	20

Guildhall, Vt.

*ESSEX HOTEL, W. H. Hartshorn,	50
Near the station, pleasantly located, abounds in beautiful drives, excellent fishing and boating. Livery connected with the House.	
Terms reasonable—\$7 to \$10 per week.	

A. M. Wilder,	15
John Eames,	20

H

Haverhill, N. H.

*Smith's Hotel, Charles G. Smith,	30
Mrs. Allen Bailey,	20
Perley Ayer,	10
Burrage Clifford,	10
A. Whitney,	6
F. P. Currier,	12
J. V. Webster,	5

E. L. Paige,	6
Grove S. Stevens,	4
James A. Currier,	10
N. H. Batchelder,	10
Albert Hood,	10
J. L. Bell,	10
James Woodward,	10
A. O. Messer,	4
David Quimby,	4
G. L. Wilson,	6

Holderness, N. H.
(Three miles from Ashland.)

Mr. Piper,	10
David Boynton,	4
J. W. Morse,	6

J

Jefferson, N. H.

Reached by Boston, Concord, Montreal & White Mountains R. R. via Whitefield, and thence by the new Whitefield & Jefferson R. R. The town is situated upon a lofty plateau, from every part of which is a magnificent view of the adjacent mountains. There is no healthier spot in America, and its pure air is a curative of hay-fever and similar catarrhal affections. Jefferson and East Jefferson, where the hotels and boarding-houses are situated, are at an equal distance—2½ miles—from the station.

WAUMBEK HOUSE, 300

J. R. Crocker.

One of the most widely known of the mountain hotels and deservedly popular. It is finely situated, commanding a beautiful and very extended prospect, and contains every first-class appointment, including telegraph and post-offices, news stand, billiard hall, bowling alley, bath-rooms, hair dressing room, etc. A large livery stable is connected with the establishment. The rooms are large, well lighted, cheerful and well furnished, and the house is well conducted in every particular, its popularity having been well earned.

PLAISTED HOUSE, 100

B. H. Plaisted.

Located near the Waumbek House, lighted with gas. Rooms large, light and airy. Bath rooms and bowling alley. Arrangements for heating rooms. Tables supplied with fresh vegetables, butter, milk and berries. Livery connected. Rates, \$7 to 12 per week.

STARR KING HOUSE, C. K. Gile, 75

Opposite Waumbek House. Nearly new, supplied with warm and cold baths. Rooms are large and pleasant. Tables supplied with the best in the market. Croquet lawns, bowling alley, livery, etc. Rates, \$7 to \$12 per week.

APLE HOUSE, Mrs. M. H. Bowles, 50
House, furniture all new, heated with
rname, rooms in suites for families or single.
Bath rooms, fine and shady croquet
lawn. Horses and carriages; also careful
and attentive drivers to convey people to all
points of interest among the mountains.
fresh vegetables, butter, milk and berries
supplied from a farm connected with the
house. The management, in all its details,
under the personal supervision of Mrs.
Bowles, and every effort will be made for
the comfort and pleasure of the guests. Rates
\$7 to \$12 per week.

AUMBEK COTTAGE, 50
I. N. Plaisted.
good boarding-house, pleasantly situated
and commanding a fine prospect. The rates
of board are exceedingly low, ranging from
\$6 to \$10 per week.

TARBIRD HOUSE, Levi Starbird, 25
boarding-house having an excellent reputa-
tion. The situation is pleasant, and the pros-
pect very extensive. Rates of board, from
\$7 to \$10 per week.

UNNYSIDE HOUSE, T. J. Beddel, 25
nveniently and pleasantly located, and in all
respects a desirable and well conducted
boarding-house. Rates, \$6 to \$8 per week.
Carriages to and from the depot free.

OLD SPRING HOUSE, 15
W. H. Crawford.
rm House. About one mile from the Waum-
bek, and a pleasant, comfortable and quiet
retreat with pleasant surroundings. Good
trout fishing near at hand. Prices reason-
able.

EFFERSON HILL HOUSE, 75
E. E. Bedel & Co.
Grand View House, Benj. Tuttle, 40
Mrs. C. A. Woodard, 20
Post office address of the following, East
Jefferson.

MOUNT ADAMS HOUSE, 50
W. Crawshaw.

The nearest house to Mount Adams and the
other stately peaks of the Presidential Range.
The situation is extremely picturesque, and
the outlook very fine. Pleasant walks
and drives, and good fishing in the vicinity.
Horses and carriages may be had. Rates of
board, \$7 to \$10 per week.

E. A. CRAWFORD HOUSE, 40
Pleasantly situated, with grand and pictur-
esque views. Pleasant walks and drives, ex-
cellent fishing in the neighborhood, and ev-
ery other feature to recommend it to the
lover of nature and the sportsman. Horses

and carriages may be had. Rates of board
very reasonable.

HIGHLAND HOUSE, 38
G. A. & J. L. Pottle.

Delightfully situated, 4 miles from the Waum-
bek, and commanding a beautiful and very
extended view of the adjacent mountains.
Excellent fishing, and pleasant walks and
drives. Horses and carriages may be had to
convey guests to all places of interest. Rates
of board, \$6 to \$10 per week.

GEORGE W. CRAWFORD, 30

Finely situated and commanding a view of
some of the grandest mountain scenery.
Good fishing and pleasant walks in the
neighborhood, and also pleasant drives.
Horses and carriages to be had for excursions
to other points. Rates of board, \$6 to
\$10.

L

Lancaster, N. H.

*American House, F. Richardson,	75
*B. F. Hunking,	10
Williams House, S. P. Leighton,	40
Hillside Cottage, W. L. Rowell,	40
Cummings Spaulding,	10
Edward Spaulding,	10

Littleton, N. H.

*THAYER'S HOTEL,	100
H. L. Thayer & Son.	

An old and well known hotel which has won a
high reputation as a summer boarding place.
It is pleasantly situated in the village, and is
well conducted. Boarders are taken for the
season at exceedingly low rates. Transient
rates also low. Free coach to and from the
station in connection with all trains.

Oak Hill House, G. Farr & Co.	70
*Union House, Wm. A. Richardson,	40
John Merrill,	20
Jefferson Hosmer,	20
Miss Mattie Eastman,	20
C. D. Tarbell,	10

Lisbon, N. H.

*LISBON HOUSE, F. J. Aldrich,	60
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Centrally located. Guests conveyed to and
from depot free. Excellent livery. People
conveyed to all points in the mountains at
reasonable rates. Transient rates, \$2 per
day; \$7 to \$10 per week.

Sugar Hill House, Hiram Noyes,	25
Dearborn House, James Glynn,	25
Meadow House, M. Bowles,	15
Bluff House, A. H. Elliott,	12
Elm House, E. W. Bartlett,	20

Lunenburg, Vt.

(One mile from South Lancaster by stage.)

W. C. Dodge,	8
Chandler House,	25
Levi Barnard,	10
S. T. Hale,	10

Lunenburg Heights.

J. G. Bowker,

Lake Village, N. H.

*Mt. Belknap House, L. B. Brown,

Laconia, N. H.

†Laconia House,	100
†Willard House,	75
Bay View House, S. L. Taylor,	40
John Follett, (Gilford),	12
Miss Hattie Rowe, (Liberty Hill),	12
L. A. Ladd,	6
John Chapman,	6
Horace Eastman,	10
Dr. Folsom, (Belmont),	6
S. E. Young,	6
James Sanborn,	6

M**Merideth Village, N. H.**

Prospect House, H. W. Lincoln,	60
G. E. Gilman,	30
†Elm House, G. M. Burleigh,	20
Moses C. Pease,	15
Waukawun House, W. E. Foss,	30

Mount Washington, N. H.**MOUNT WASHINGTON SUMMIT
HOUSE, Mrs. J. W. Dodge,**

200
This hotel is situated at the great altitude of 6,238 feet above the sea. It is spacious, well furnished, and first-class in all appointments, the rooms being large, well lighted, well heated and comfortable, thus forming a marked contrast to the contracted sleeping places in the old Tip-Top and Summit Houses. To build so large and elegant a hotel at such an altitude was a costly as well as a difficult enterprise. The sunset and sunrise are spectacles of rare beauty at this elevation, and no visit to the summit of Mount Washington is complete without witnessing them.

N**North Stratford, N. H.**

(12 miles from Groveton Junc. by Gt. T. Ry.)

Percy House,	75
Willard House, E. H. Folsom,	125
Union House, H. B. Hinman,	50

North Woodstock, N. H.

[Twenty miles from Plymouth, by stage.]

G. F. RUSSELL,	25
Profile House Stages on the Pemigewasset Valley road pass the door. Post and express office in the house. Location is quiet, with delightful walks and drives. The table is supplied from the farm connected with the house. Rates, \$6 to \$10 per week.	
William Dearborn,	12
J. W. E. Tuttle,	15
Curtis L. Parker,	20
E. A. Sawyer,	10
S. S. Sharon,	16
James Darling,	10
C. H. Russell,	24

P**Plymouth, N. H.**

*PEMIGEWASSET HOUSE,	300
C. M. Morse	
This is deservedly one of the most popular of the mountain hotels. Commodious, first class in all its appointments and admirably conducted, it has long held a high reputation. It has always been a favorite house for the families of Boston business men who are within easy railroad distance of the city. Large airy rooms, spacious parlors, an elegant table, scrupulous neatness, pure air and pure water. Telegraph office, news stand, bathing-rooms, hair-dressing rooms, etc., within the house, and a first-class livery stable connected with the hotel. Many fine drives in the vicinity. Rates, \$8 per day, \$14 to \$17.50 per week.	

Plymouth House, Buchanan & Willis, 60

W. G. Hull,	30
Eben K. Smith,	10
H. S. Chase,	20
State Normal School,	50

R**Rumney, N. H.**

A. D. Spalter,	40
C. C. Smart,	12
Charles Pease,	10
Mrs. J. L. Spalding,	10
J. H. Pease,	6
George P. French,	10
T. G. Stevens,	8
O. W. Stevens,	12
Josiah Quincy,	10
J. L. Emerson,	4
Reuben Robie,	8
Mrs. Harry Chapman,	4

T**Twin Mt. Station, N. H.****TWIN MT. HOUSE.** 300

A. T. & O. F. Barron, Props.

A large and elegant hotel, situated in a commanding position on the high banks of the Ammonoosuc River, and but a short distance from the station. The house is first-class in all respects, is conducted in the very best style, and enjoys most deservedly a reputation of the highest character. The table has won especial distinction. Every feature of the establishment, however, is equally good, and the surroundings are very pleasant. Telegraph offices, news stands, post office, billiard room, etc., together with first-class livery stable.

Thornton, N. H.

(Nine miles from Plymouth, by stage.)

William Merrill, 30
George Foss, 25
George Jenkins, 10

Tilton, N. H.

Dexter House, T. D. Foss, 50
Ira Moony, 12

W**Whitefield, N. H.****MOUNTAIN VIEW HOUSE,** 60

Wm. F. Dodge.

Located in full view of White and Franconia Ranges. Beautiful drives, walks and croquet lawns. Tables supplied with the best in the market. Good livery. Guests will be met at the station by giving previous notice by mail. Rates, \$7 to \$12 per week.

CHERRY MOUNTAIN HOUSE. 40

J. S. Fiske.

Located near Mountain View House. Good livery, pleasant drives, walks and croquet lawns. Special pains taken to secure the best the market affords, for the table. Guests giving previous notice will be met at station. Rates, \$7 to \$12 per week.

MOSSY BROOK HOUSE, 60

Ira M. Aldrich.

Pleasantly situated, and enjoys an excellent reputation. The surroundings are pleasant, the table is supplied with every luxury obtainable, and pains are taken to contribute to the comfort and enjoyment of every guest. Attractive walks and drives, and a good livery stable. Rates, \$7 to \$10 per week.

Carleton House, Charles P. Carleton, 60

15

Charles Aldrich,

Ira A. Mussey,

F. P. Pillsbury,

James A. Goodwin, 12
Hazen W. Fiske, 12
D. M. Aldrich, 8

Waterville, N. H.

(Nineteen miles from Plymouth, by stage.)

MERRILL GREELEY, 50**Woodsville, N. H.****MT. GARDNER HOUSE (new),** 40

J. L. Davis.

Situated near the station and open at the arrival of all night trains. Transient board, \$2 per day.

Parker House, 30**West Thornton, N. H.**

(Twelve miles from Plymouth, by stage.)

Grafton House, 25**West Campton, N. H.**

(Seven miles from Plymouth, by stage.)

T. J. SANBORN, 65

A very popular boarding place, eligibly situated and having very charming surroundings. Pleasant walks and drives, and good fishing in the neighborhood. An abundance of pure running water furnished through iron aqueduct pipes. Rates, \$7 to \$10 per week.

B. B. Southmayd, 10

J. M. Smith, 10

Weirs Station.**LAKESIDE HOTEL, L. R. Weeks,** 100

On the shore of Lake Winnepesaukee. All trains on the Boston, Concord, Montreal & White Mts. R.R. stop at this station. Rates \$2 per day, and same proportion for part of a day.

WINNECOETTE HOUSE, 25

J. A. Doolittle.

A new house built the present season on the slope above the railroad, and commanding a magnificent view of Lake Winnepesaukee. A large extent of the Lake with its numerous islands can be seen. The house will surely prove a pleasant boarding place. Rates, \$7 to \$10 per week.

Warren, N. H.**BREEZY POINT HOUSE,** 50

Delightfully located upon the mountain slope, 4 miles from the station, and commanding a broad and expansive view of valley and mountain. The situation is cool and in every way attractive, while the house is well conducted and has speedily found much favor. The neighboring forests and trout streams furnish good sport. Rates, \$7 to \$10 per week.

6 **Moosilauke House,** 4012 **Nathan Merrill,** 30

Wolfeborough.

(Fifteen miles from Weirs by steamer "Lady of the Lake," on Lake Winnepesaukee.)	
Pavilion House, I. N. Andrews,	250
*Glendon House, J. L. Peavey,	150
Lake House, George Kenniston,	100
Bellevue House, Daniel Horn,	75
Glen House, Levi Horn,	75
Prospect House, J. B. Manning,	50
Lake View House, G. H. Phillips,	50
John G. Cate,	20
John L. Haines,	20
A. S. Libbey,	15
Alfred Brown,	20
James J. Randall,	20
Mrs. Mary G. Newell.	25
Mrs. Sarah A. Libbey,	30
John L. Meader,	40
Jonas W. Piper,	30
Moses Varney,	30
Charles S. Parris,	20
James Lovering,	15
B. Dickerson,	15

Newbury, Vt.***SPRING HOTEL, A. L. Fabyan.**

Two miles from Haverhill on Boston, Concord, Montreal & White Mountains R. R. (all express trains stop), and 5 miles from Wells River, the junction of the above road and the Passumpsic R. R. An elegant and popular hotel, situated in the midst of the most charming scenery and offering great inducements to tourists and summer boarders. The celebrated Springs of Newbury are near the house. First-class livery stable. Rates low. For circulars, information and railroad tickets, apply to George W. Storer, agent, No. 5 State street, Boston.

Newport, Vt.***MEMPHREMAGOG HOUSE,**

E. R. Abbott, Gen. Manager.

C. E. Goodwin, Chief Clerk.

Reached by Boston, Concord, Montreal & White Mountains R. R., via Wells River, and

thence over Passumpsic R. R. (through trains). A large and very popular summer hotel, charmingly situated at the southern end of the beautiful Lake Memphremagog, which lies partly in Vermont and partly in Canada. The house is supplied with gas, steam-heat and pure water; bath and billiard rooms; bowling alleys; croquet and children's play grounds, row and sail boats, and first-class livery stable. Rates, \$3 per day; \$10.50 to \$21 per week. For circulars, information or railroad tickets, apply to Geo. W. Storer, agent, No. 5 State street, Boston.

Montpelier, Vt.***PAVILION HOTEL, T. O. Bailey.**

Reached by Boston, Concord, Montreal & White Mountains R. R. via Wells River, and thence over Montpelier & Wells River R. R. A commodious, well appointed, elegantly furnished and finely conducted house. Passengers between Saratoga and the White Mountains will find this a convenient and agreeable place to break the journey. Transient rates low; board by the week, \$8 to \$14. For circulars, information or railroad tickets, apply to George W. Storer, agent, No. 5 State street, Boston.

Gorham, N. H.**GLEN HOUSE,**

W. & C. R. Milliken.

A large and magnificent hotel, situated in close proximity to, and in full view of the five highest of the White Mountains. First-class in all its appointments, and constructed in the very best style. Its *cuisine* has won great reputation. The views from the house are very grand and picturesque, and many places of interest including Glen-Ellis Falls, Crystal Cascade, Momp-on's Falls, Emerald and Garnet Pools, etc., in the neighborhood. Carriage-road up Mount Washington starts from in front of the hotel. Stages to summit, and also to Gorham and Glen Station.

***ALPINE HOUSE,**

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A new and finely appointed hotel, eight miles from Glen House. Open the whole year.

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**NEW SHORT LINE between MONTREAL and
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Passing on the North Shore of the St. Lawrence River, through the quaint and ancient French settlements, to which tourists have never before had access.

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between QUEBEC and MONTREAL by taking this route. Passengers save the great annoyance of the Ferry at Quebec, as the road terminates in the City, within five minutes' ride of the principal hotels.

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—AT—
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LITTLETON, N. H.

The most complete and extensive Livery in the Mountains.

Special efforts are made to accommodate Summer Travellers to visit points of interest, with private conveyance, without extra expense.

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furnished with the utmost promptitude. MOUNTAIN WAGONS furnished at short notice, with careful and experienced drivers.

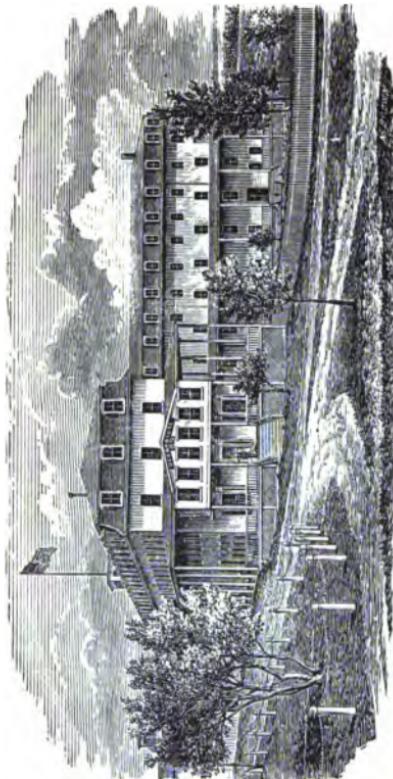
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OCEAN HOUSE, OLD ORCHARD BEACH, ME.



JOHN LINDSEY, Proprietor.

(Formerly of Fabyan House, White Mts.)

*Transient Rates, \$2 to \$3 per day, according to
Location of Room.*

~~as~~ Open June 1st.

14

The Thousand Island House,

Alexandria Bay, : : N. Y.

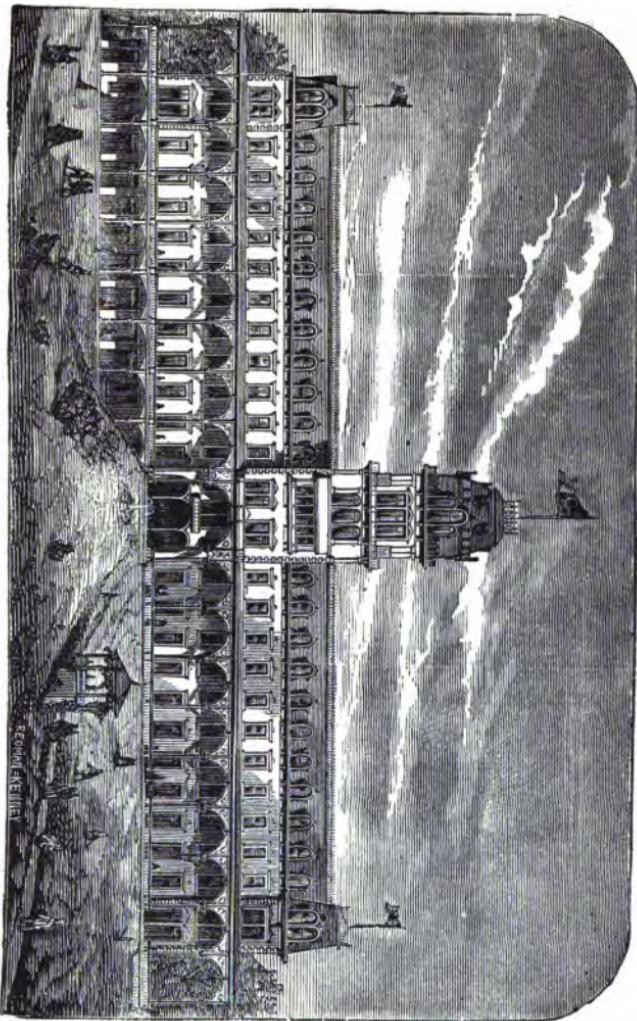
HIS magnificent Hotel is situated in the midst of the famous THOUSAND ISLANDS of the St. Lawrence River. Its site commands the grandest views of the river in both directions, including most of the more noted islands and groups, and from its lofty tower one can take in the entire pahorama and never be weary of the different views. The main building is 274 feet long and 50 feet wide; the eastern portion is five stories high and the western four stories, this difference being occasioned by the unevenness of the rock on which it is erected. From the centre of the main part a wing of the same height and forty feet wide extends back 100 feet. A tower 24 by 27 feet rises 160 feet above the foundation. Under the east end is a natural cellar in the solid rock, 150 feet long. The Hotel is built on the solid rock, which slopes from its front to the river and steamboat landing, only three rods distant. Opposite the main entrance and tower, a fountain is in constant play. A veranda 13 feet wide shadows the first and second stories along the front and ends, the entire length being 374 feet. The office and connecting rooms of the east end also have a veranda, as shown in the engraving. Balconies ornament the tower, affording the guests opportunities to extend their views at pleasure along and across the river. The tower and a Mansard roof with arched windows give to the upper part of the structure a most elegant appearance, and harmonize pleasingly with the rest of the building.

On the first floor are the office, reception and reading rooms, bar-room, billiard-room with six tables, telegraph office, barber shop and wash-room, the whole being 100 by 50 feet. The office is furnished with one of the largest and best safes, containing boxes for the use of the guests.

The Hotel will accommodate about 700 guests. Those who stop here will find the rest, comfort and attention which they seek in going from city to country, and every facility will be afforded them for seeing and enjoying the rare scenery and varied amusements of the river and islands. No employees will be retained in the establishment who prove to be incompetent, negligent or discourteous. Families and parties can be accommodated with desirable suits of rooms at reasonable prices, with private dining-rooms if desired. Invalids can have fires in their rooms when wanted, and whatever else the Hotel can provide in the way of special comforts and attention. All guests will not only be well cared for, but liberally dealt with.

O. G. STAPLES, Proprietor,

ALEXANDRIA BAY, N. Y.



THOUSAND ISLAND HOUSE,

O. G. STAPLES, PROPRIETOR.

ALEXANDRIA BAY, N. Y.

United States Hotel,

BOSTON.

BARNES, GILL & CO., - Proprietors.

The location of this Hotel, situated as it is, near the centre of the business portion of the city, immediately opposite the Boston & Albany Railroad Depot, and within five minutes' walk of the depots of the Old Colony and Newport Railway, and the Boston and Providence Railroad, renders it very desirable to persons visiting the city for business or pleasure.

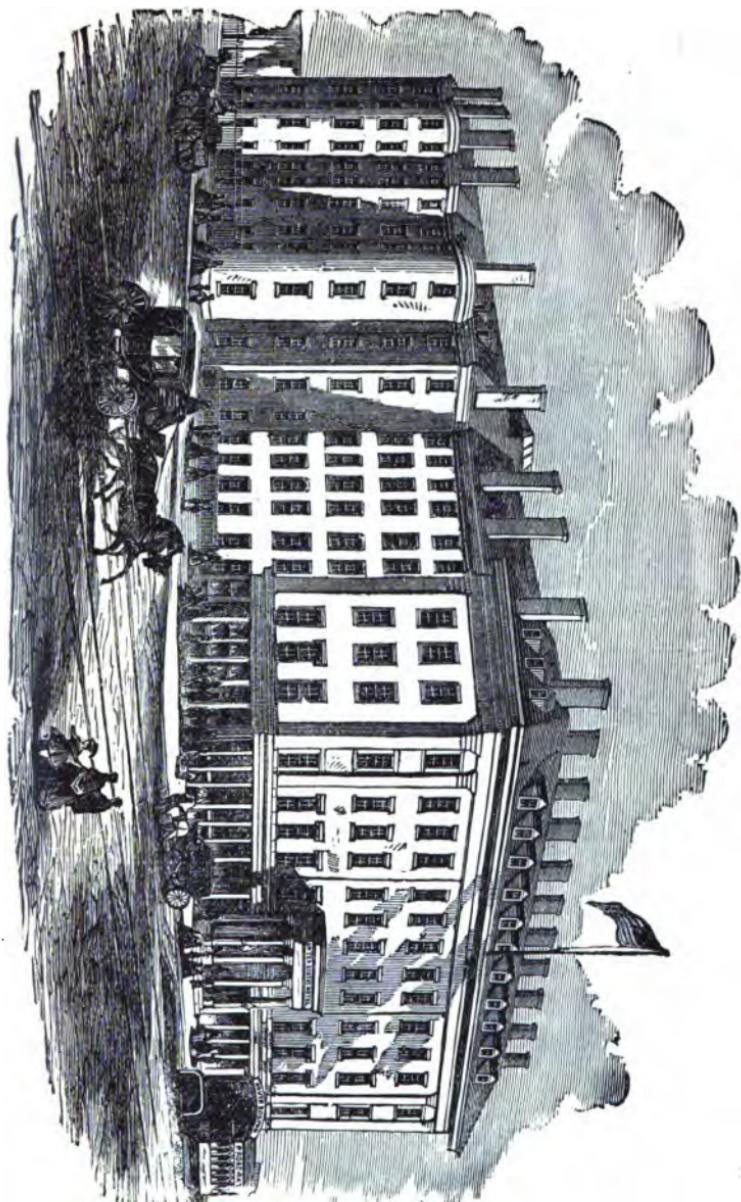
Passengers for the North, South or East, will save carriage hire by stopping at this House.

Prices reduced to \$2.50 and \$3.00 per day.

Trusting we may have the pleasure of seeing you at the "States" soon, we remain

Your obedient servants,

BARNES, GILL & CO.



UNITED STATES HOTEL, BOSTON.

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The only HOTEL in the City with Elevator and all modern improvements.

Carriages for the Hotel will be found at every train. Horse Cars pass in front of the House.

OCEAN HOUSE,

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Will open for the reception of Guests as usual

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The only Hotel at the Falls with Passenger Elevator.

This magnificent Hotel is the largest and most pleasantly situated of any at Niagara. Being the nearest to the Falls and the only one containing all modern improvements, it offers inducements to the traveling public which are unexcelled. A splendid addition extending

OVER ONE HUNDRED FEET INTO THE RAPIDS,

has just been completed, adding a large number of Magnificent Rooms, single and in suites, all of which directly overlook the river. Also, THREE ELEGANT PARLORS, which in point of beauty, and the splendid views of the Rapids and Falls they afford, cannot be surpassed. Guests may rely upon receiving every comfort and attention.

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THE SHORT LINE ROUTE BETWEEN
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61 Miles Ride and 3 1-2 Hours Time Saved

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2 EXPRESS TRAINS EACH WAY DAILY,
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Close connection made at Montpelier, with Through Express Trains for MONTREAL, OGDENSBURG and the WEST.

THROUGH CARS between BURLINGTON and PORTLAND, and Elegant Parlor and Sleeping Coaches between FABYAN's and SYRACUS are run daily, (Sunday excepted).

Close connections made at WELLS RIVER with Express Trains for CONCORD; NASHUA; WORCESTER and BOSTON.

DO Be sure your Ticket reads via Montpelier and Wells River R. R.

FOR TIME OF TRAINS SEE CIRCULARS.

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SUMMER TRAVELERS DESIRING TO REACH
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route by daylight, arriving at **NIAGARA FALLS** the same Evening.

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The attention of the travelling public is respectfully invited to some of the merits of this great highway, in the confident assertion and belief that no other line can offer equal inducements as a route of through travel. In

Construction and Equipment the Pennsylvania Railroad

stands confessedly at the head of American railways. The track is double the entire length of the line, of steel rails laid on heavy oak ties, which are embedded in a foundation of rock ballast eighteen inches in depth. All bridges are of iron or stone, and built upon the most approved plans. Its passenger cars while eminently safe and substantial, are at the same time models of comfort and elegance.

The Safety Appliances

in use on this line well illustrate the far-seeing and liberal policy of its management, in accordance with which the utility only of an improvement, and not its cost has been the question of consideration. Among them may be noticed

The Block System of Safety Signals,

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forming in conjunction with a perfect double track and road-bed a combination of safeguards against accidents which have rendered them practically impossible.

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From New York, Philadelphia, Baltimore and Washington,

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WITHOUT CHANGE,

and to all principal points in the far West and South with but one change of cars. Connections are made in Union Depots, and are assured to all important points.

The Scenery of the Pennsylvania Route

is admitted to be unsurpassed in the world for grandeur, beauty, and variety. Superior refreshment facilities are provided. Employees are courteous and attentive, and it is an inevitable result that a trip by the Pennsylvania Railroad must form a pleasing and memorable experience.

Tickets for sale at the Ticket Offices of the Company in all important cities and towns.

FRANK THOMPSON,

General Manager.

L. P. FARMER,

General Passenger Agent.

SPRING HOTEL, A. L. FABYAN, Proprietor,

NEWBURY, VERMONT.



This elegant Hotel located in the midst of the most charming of RIVER, MOUNTAIN, VALLEY AND LAKE SCENERY, and furnishing excellent drives, offers unrivalled inducements for Tourists and Summer Boarders. In the immediate vicinity of the House are the CELEBRATED SPRINGS OF NEWBURY.

For description, send for Circular. A first-class Livery connected with this House. Carriage at Depot on arrival of trains.

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The largest and best appointed Stable in the White Mountain region. In connection with the

MAPLEWOOD HOTEL, AT BETHLEHEM,

Mountain Teams with experienced drivers furnished for parties, large or small, at short notice. Opening the whole region of which Bethlehem is the center in the drives for which Bethlehem is famous as the best point of departure. Six Horse, Four Horse, Pairs and Single Teams, with Vehicles to suit every taste; Concord Coaches, Landaws, Phaetons, Buggies and Backboards; Saddle Horses for parties, or by contract.

Gentlemen visiting the Mountains with their own teams, will find them well cared for at the Maplewood Staples. Best of care and attendance at most favorable rates.

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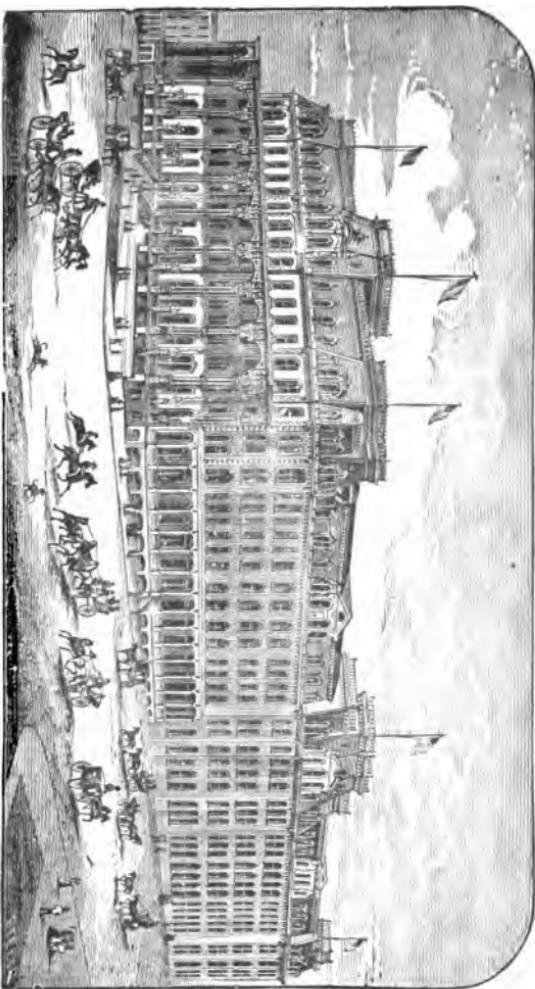
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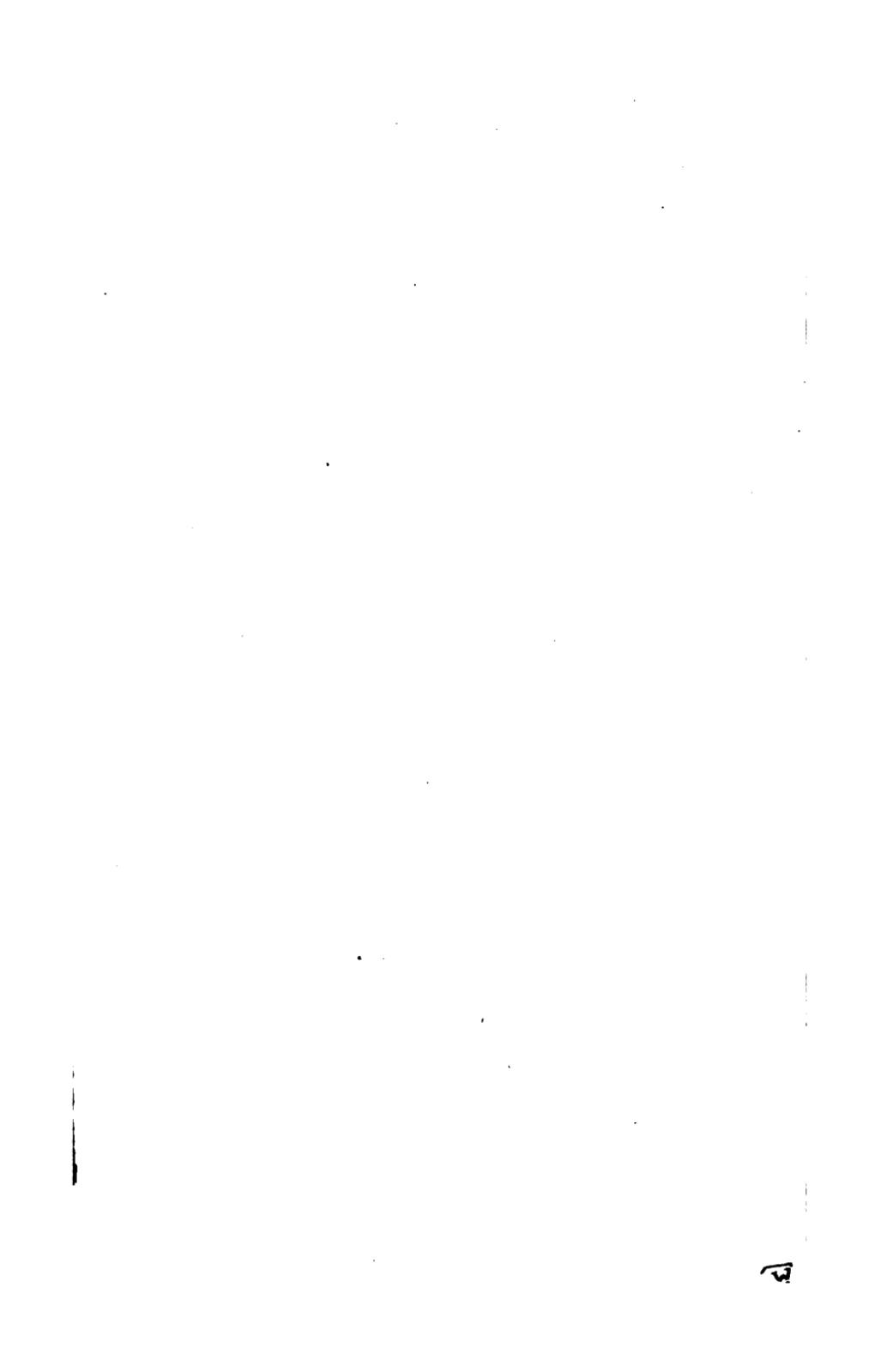
SARATOGA SPRINGS, N.Y.

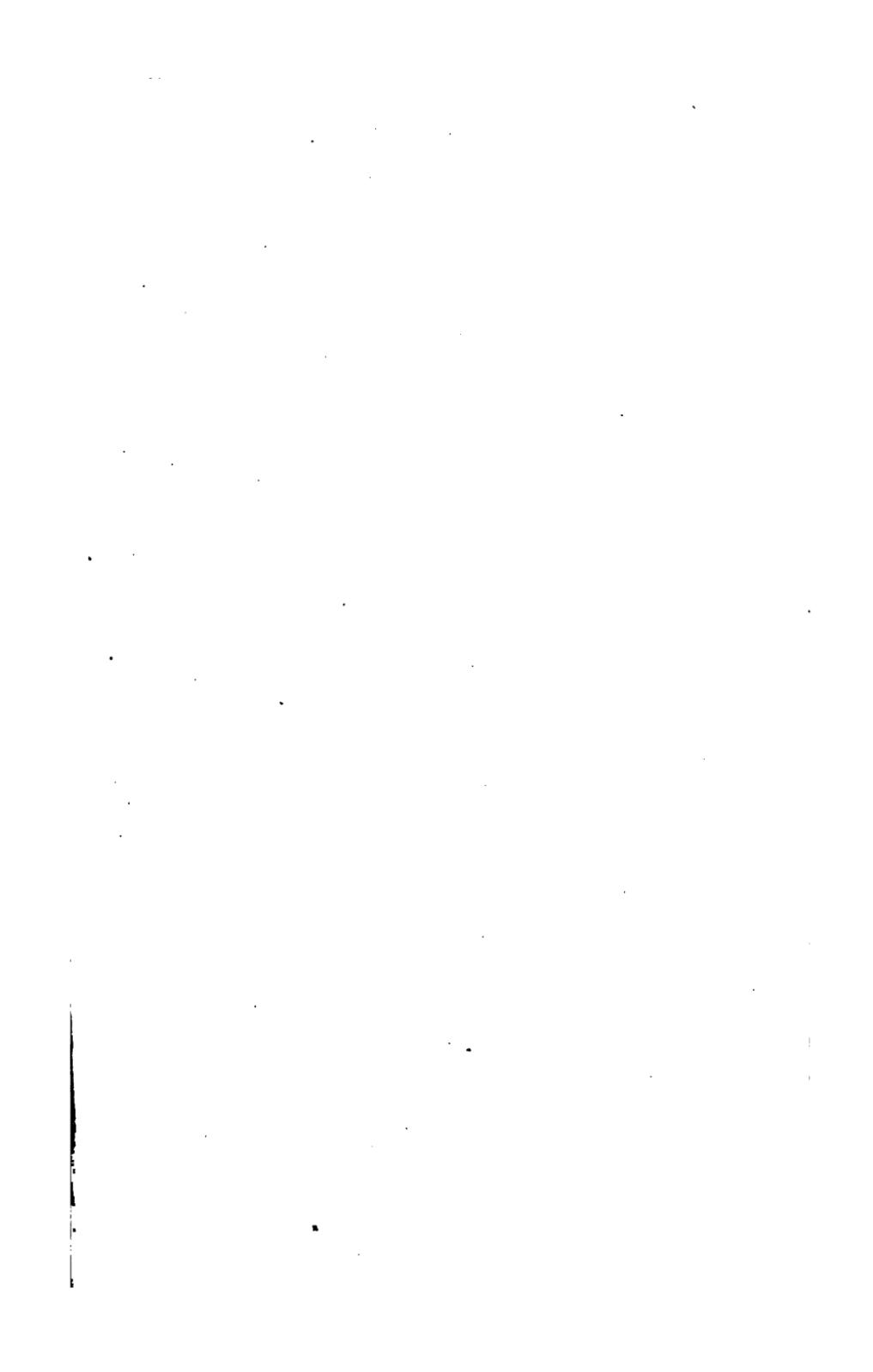
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